

JULY, 2006

OCEAN CITY DEVELOPMENT CORPORATION

# Ocean City

MARYLAND



**DESIGN  
STANDARDS**

**UPPER  
DOWNTOWN  
AREA**

**3RD STREET TO 17TH STREET**



## OCEAN CITY DEVELOPMENT CORPORATION

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# DESIGN STANDARDS UPPER DOWNTOWN AREA 3RD STREET TO 17TH STREET

## OCEAN CITY DEVELOPMENT CORPORATION

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### SPECIAL THANKS

TO THE MAYOR AND CITY COUNCIL OF THE TOWN OF OCEAN CITY  
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TO THE RESIDENTS OF THE UPPER DOWNTOWN AREA  
TO THE OCEAN CITY LIFE SAVING MUSEUM FOR THE USE AND  
REVIEW OF ITS PHOTOGRAPHS

# Contents

## Intent Ocean City's Upper Downtown Area Should Have...

- ... Pedestrian-friendly corridors
- ... Attractive buildings that reflect a traditional theme and are properly designed and maintained
- ... Mixed-use buildings
- ... Buildings that are adaptable and have an architectural variety
- ... A distinct character separate from the rest of Ocean City
- ... Landscaping that defines space, provides shade and improves air quality in public spaces and parking lots
- ... Identifiable neighborhoods or districts
- ... Attractively screened parking areas
- ... Multiple means of transportation
- ... A fee-in-lieu of parking program to enhance parking improvements
- ... An incentive system for preserving special and historic buildings and new development

	<i>Page</i>
<b>INTRODUCTION</b>	<b>1</b>
<b>VISION</b>	<b>2</b>
<b>MAP OF AREA</b>	<b>3</b>
<b>USE OF MANUAL</b>	<b>4</b>
A. APPLICABILITY	4
B. CITY REVIEW PROCESS	5
<b>BUILDING CHARACTER</b>	<b>6</b>
<b>BUILDING MASS</b>	<b>7</b>
<b>BUILDING COMPATIBILITY</b>	<b>8</b>
<b>FACADES</b>	<b>9</b>
A. BUILDING FACADES	9
B. COMMERCIAL FACADES	10
C. SIDE & REAR FACADES	11
D. FOUNDATIONS	11
E. MATERIALS & TEXTURES	12
F. OPENINGS & ENTRIES	13
G. PORCHES	15
H. COVERED WALKWAYS	16
I. DECKS AND EXTERIOR STAIRS	17
J. AWNINGS	17
K. COLORS	18
<b>ROOFS</b>	<b>19</b>
A. ROOF DESIGN	19
B. ROOF MATERIALS	20
<b>ACCESSIBILITY &amp; A.D.A.</b>	<b>21</b>
<b>FENCING</b>	<b>22</b>
<b>SCREENING</b>	<b>22</b>
<b>PRIVATE PARKING</b>	<b>23</b>
A. PARKING REQUIREMENTS	23
B. DESIGN STANDARDS	24
C. PARKING SCREENING	25
<b>SERVICE ALLEYS &amp; SIDEWALKS</b>	<b>27</b>
<b>LANDSCAPING</b>	<b>28</b>
<b>SIGNAGE</b>	<b>29</b>
A. PURPOSE	29
B. DEFINITIONS	29
C. GENERAL PROVISIONS	31
D. PROHIBITED SIGNS	33
E. PERMITTED SIGNS	34
F. NONCONFORMING SIGNS	37
<b>VENDING MACHINES</b>	<b>38</b>
<b>DEVELOPMENT INCENTIVES</b>	<b>39</b>
A. REQUIREMENTS	40
B. BENEFITS	41

# Introduction

## St. Paul's By The Sea Episcopal Church

~ 3rd Street & Baltimore Avenue

This was the second church to be erected in the Ocean City. The cornerstone was laid in 1900 and the church was completed and consecrated in 1903.

The church was originally built on exposed pilings, allowing storm surges to pass beneath the building.

The Upper Downtown Area district extends between 3rd Street (on the south) and 17th Street (on the north) in the seaside resort of Ocean City, Maryland. This District also extends from the Boardwalk (on the east) to the Bayside (on the west) of Ocean City.

This area of Ocean City contains a mixture of hotels, motels, cottages, commercial and restaurant uses, and several entertainment attractions that provide for a distinctive area. Much of this area was developed during the 1920's and continues to retain its special charm. The buildings share a fairly uniform scale and architecture.

This area contains similar architectural characteristics with the downtown area directly south of this district. Common elements are simple building design, ample porches, pitched roofs, and light colored buildings. However, the differences between the two areas are evident. This Upper Downtown Area is generally more residential in use and possesses a well-defined and utilized alley system. The standard lot size is also larger (50' wide by 142' deep). Architectural definition is seen in the area's numerous cascading stairways and attractive entranceway features, containing elaborate porticos and doorways. Some of the area's buildings also contain decorative rail features located above porch areas.

This area is undergoing tremendous development pressure. Fearful of the introduction of new building types that could compromise the community's architectural character, residents of this area asked the Ocean City Development Corporation to formulate design standards that will complement and enhance the established design tradition of their community. Contained within this Design Manual are the recommended standards the OCDC believes are necessary to sustain the integrity of this area's building character for future development and redevelopment projects.

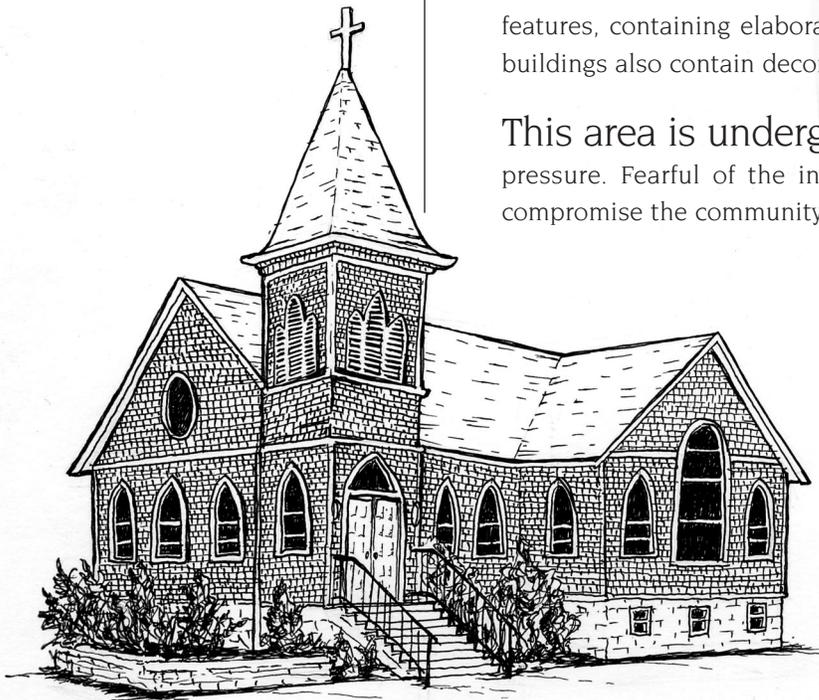


Illustration by James Delzell

# Vision

"The Upper Downtown Area has a unique charm and character that defines an era of Ocean City that should be preserved."

~ OCDC Board of Directors

The revitalization of the Upper Downtown Area is necessary in order to attract visitors and residents. Whether it is a new commercial area, or a renovated residential unit, the private investment targeted to these projects will have positive effects throughout the community, if properly planned and designed. A healthy and vibrant Upper Downtown Area will create a strong economic base and increase the tax base that will, in turn, encourage additional quality redevelopment.

A critical ingredient in any development and redevelopment process is the presence of strong urban design characteristics. Successful revitalization projects in cities that have created vibrant communities and downtowns have included four key elements:

- Design standards
- Streetscape amenities
- A comprehensive theme
- Community consensus and commitment

It is very apparent that the Upper Downtown Area has a unique architectural theme that needs to be reflected in new development projects as well as renovation of existing buildings. There are many challenges to promoting new complementary building types, such as flood elevation, the existing five-story zoning district, and intense traffic flow. The creation of design standards for this district is necessary to guarantee that new buildings adhere to the existing scale and character of this neighborhood. These standards will not only provide a sense of security to present residents, but also to future developers who wish to reduce risk of their investment dollars. The design standards also provide design incentives to encourage compliance and reward projects that meet specific development objectives.



"The Benson"  
9th St. & Baltimore Avenue  
Circa 1940

# Upper Downtown Area Map

\* SHADED AREAS ARE  
EXCLUDED FROM  
THE DESIGN STANDARDS  
(HARBOR ISLAND  
AND MALLARD ISLAND)



Boardwalk & 12th Street, Looking North

Mayflower, Stephen Decatur,  
McCabe Apartments & Commander Hotel  
Circa 1940

# Use of the

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# DESIGN STANDARDS MANUAL

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The Upper Downtown Area Design Standards manual provides regulations and guidelines for private improvements. The goals of these regulations and guidelines are flexible and allow for creative design solutions that are consistent with the overall plan to revitalize this area of Ocean City. Many references are mandatory by using the words “shall” and “prohibit”. Other references are merely advisory and use the terms “encourage,” “discourage,” “should,” and “should not.”

Illustrations shown in this document exemplify the concepts described by the standards. The examples are just that, examples. They are not the only acceptable solutions.

## A. APPLICABILITY

The manual applies to all land within the Upper Downtown District, except the Boardwalk. The standards address site design, scale, signage, architectural design and landscape design. The standards apply to all construction, unless specifically referenced, including new buildings, rehabilitated buildings, and signs. These Upper Downtown Area Design Standards are an overlay to the zoning districts of this same area. Whenever these standards conflict with underlying codes and standards, the overlay standards shall supercede. When not specifically referenced, all other City codes and regulations shall apply.

The Town of Ocean City may grant special allowances to the requirements outlined within this document to encourage preservation, revitalization, and redevelopment within the area defined by these standards.

The Upper Downtown Area District encompasses the area within the following locations: North-17th Street, West of Philadelphia Avenue and 15th Street, East of Philadelphia Avenue. East-Boardwalk; South-3rd Street; West-Bay. Building facades that front the Boardwalk are exempt from the design standards of the district, but must adhere to the existing underlying zoning district. See map.

## Intent of the Manual

### The Upper Downtown Area Should Have:

- PEDESTRIAN FRIENDLY CORRIDORS
- ATTRACTIVE BUILDINGS, WHICH REFLECT A TRADITIONAL THEME AND ARE PROPERLY DESIGNED AND MAINTAINED
- MIXED-USE BUILDINGS
- BUILDINGS THAT ARE ADAPTABLE AND HAVE AN ARCHITECTURAL VARIETY
- A DISTINCT CHARACTER SEPARATE FROM THE REST OF OCEAN CITY
- LANDSCAPING THAT DEFINES SPACE, PROVIDES SHADE AND IMPROVES AIR QUALITY IN PUBLIC SPACES AND PARKING LOTS
- IDENTIFIABLE NEIGHBORHOODS OR DISTRICTS
- ATTRACTIVELY SCREENED PARKING AREAS
- MULTIPLE MEANS OF TRANSPORTATION
- A FEE-IN-LIEU-OF PARKING PROGRAM TO ENHANCE PARKING IMPROVEMENTS
- AN INCENTIVE SYSTEM FOR PRESERVING SPECIAL AND HISTORIC BUILDINGS AND NEW DEVELOPMENT

"Growth is inevitable and desirable, but destruction of community character is not.

The question is not whether your part of the world is going to change.

The question is how."

Edward T. McMahon,  
The Conservation Fund

The purpose of these standards is to encourage development which exemplifies the best professional design practices so as to enhance the visual quality of the environment, benefit surrounding property values, and prevent poor quality of design.

The Upper Downtown Area Design Standards are intended to guide property owners, builders, architects and engineers in designing projects that will be compatible with and improve the quality of the existing community in which they are sited. However, if a particular project is unable to meet the intent of these standards due to unique project issues, the Town of Ocean City may elect to work with the property owner to assure the project meets this manual's overall objectives.

All exterior renovation to existing structures, and new construction of commercial, office, residential, and mixed-use development, shall adhere to these standards. Nonconforming signage shall be brought into compliance in accordance with the schedule described in on page 37 of this manual.

## B. CITY REVIEW PROCESS

Prior to formal review, applicants shall meet with the Town's Department of Planning and Community Development to discuss the proposed submission. Once submitted to the Town's site plan process, the application will follow the regular Town review procedures as defined by Town Code 110-181 through 110-184. The Ocean City Development Corporation shall be provided an opportunity to comment on all site plans submitted under these standards as part of the Development Review Committee process of the Town. Such comments will be forwarded to the Department of Planning and Community Development.



### Baltimore Avenue

circa 1920

Note:

Two way traffic pattern.

# Building CHARACTER

11th Street & Baltimore Avenue



The architectural character of turn of the century Ocean City can best be described as “Seaside Cottage.” Although some of these original buildings incorporated elements of Victorian or Queen Anne design into their facades, they remain unique to this area and elegant in their simplicity. To retain this uniqueness and to create a “sense of place,” these buildings should serve as a model for future development of this area of Downtown. By following these regulations and guidelines we hope to encourage development and redevelopment that bears resemblance to the early buildings and maintains the scale and more traditional character of this part of town.

The common characteristics of the seaside cottage style are still apparent today in the many buildings which remain from that era. These buildings are simple geometric forms of 2 to 4 stories with pitched roofs. The wide variety of dormers and gable ends which grace these rooflines add to their unique charm.

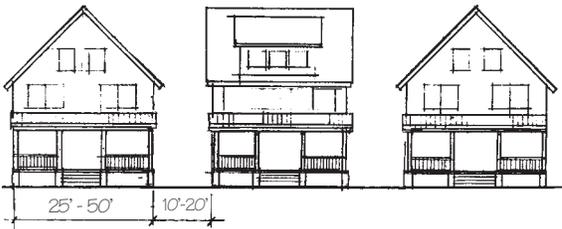
Windows and doors are generally arranged in a symmetrical pattern creating a very balanced facade. The windows are tall, often rising to the ceiling line, to maximize air circulation.

The porches are wide and spacious. They are usually lined with rocking chairs and are supported with large white columns either round or square. The columns are connected with rounded railings and square pickets.

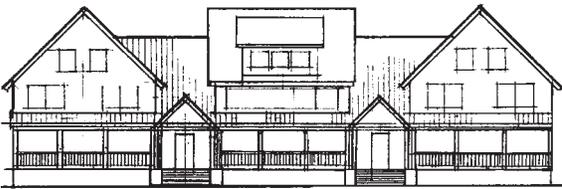
Common and encouraged design elements and architectural characteristics associated with the traditional styles include the following:

- SIMPLE BUILDING MASSES WITH GABLE OR HIP ROOFS OF VARYING SHAPES AND PITCHES. GABLE, SHED, OR HIP DORMERS
- GENEROUS PORCHES WITH LARGE-SCALE COLUMNS ON FIRST AND SECOND FLOORS
- SECOND FLOOR PORCHES OVERLOOKING THE STREET WITH CASCADING STAIRWAYS
- TRADITIONAL CLAPBOARD AND SHINGLE SIDING
- BRICK CHIMNEYS
- COLONNADED WALKWAYS, WITH ROOF OVERHANGS
- LARGE PLATE GLASS STOREFRONTS
- DECORATIVE RAILINGS, TRELLISES, GATES, MOSTLY WHITE PAINTED FENCES AND RAILINGS
- WINDOW AWNINGS
- COLUMNS WITH BASES AND CAPITALS
- ARTICULATED RELIEF DETAILING THAT EMPHASIZES SPACE, SHADOWS AND DEPTH
- FRIEZE BOARDS, GABLE BRACKETS, AND EXPOSED RAFTER TAILS

# BuildingMASS



Small scale detached buildings are appropriate for residential and light commercial streets. This may develop lot by lot or by multiple lots developed to yield the same effect.



Medium scale attached buildings are appropriate for residential and commercial streets. This example shows a range of complexity and means of breaking up streetfront massing with traditional elements.



The relationship of buildings to the street creates the “outdoor room” which defines the neighborhood. It is also important that taller, new buildings be designed to integrate with older, existing buildings.

New buildings may be larger than existing traditional structures. However, the height, width and roof design guidelines referenced in the Manual are intended to break up the scale of such larger buildings.

Buildings within the neighborhood have a similarity of height with most between two and four stories. However, buildings should be allowed to be constructed to the height permitted in its designated district.

## REQUIRED

- (1) BUILDING MASS SHALL BE ARTICULATED BY VARYING BUILDING VOLUME, ROOF HEIGHTS AND ROOF TYPES.
- (2) NEW CONSTRUCTION ON TWO OR MORE LOTS SHALL RESPECT TRADITIONAL BUILDING WIDTHS BY MAINTAINING A SIMILAR DIVISION OF THE FACADE TO MAINTAIN THIS PROGRESSION.
- (3) TO ENSURE THAT NEW BUILDINGS ARE COMPATIBLE WITH THE EXISTING CHARACTER AND SCALE OF THE DISTRICT, SUCH PROJECTS SHALL BE ORGANIZED INTO VISIBLE BUILDING INCREMENTS OF NO MORE THAN 50 FEET IN WIDTH.

## ENCOURAGED

- (1) THE BUILDING HEIGHT OF RENOVATED OR NEWLY CONSTRUCTED BUILDINGS SHOULD RELATE TO THE CHARACTER OF THE NEIGHBORHOOD EXCEPT IN CASES WHERE EXISTING STRUCTURES ARE IN CONFLICT WITH THE DESIGN GUIDELINES.

To provide a comfortable and interesting pedestrian experience, the ratio of building height to the distance between buildings must relate to the human scale.

For this purpose, urban planners recommend a ratio of approximately 2:3 or, 2 feet in height for every 3 feet of distance between building walls on the opposite street.

This is a concept only ~ other ratios are acceptable, but this ratio is the ideal for the average street in upper downtown Ocean City.

# Building COMPATIBILITY

The size, bulk and scale of new buildings should be generally compatible and in scale with adjacent structures in the surrounding neighborhood. However, some variety is encouraged.

Where the proposed structure is significantly taller than existing adjacent structures, one or more of the following methods should be used to make the structure compatible:

- (1) ROOF TYPES THAT MINIMIZE BUILDING MASS AT THE PERIMETER
- (2) ARCHITECTURAL TREATMENTS SUCH AS VARYING BUILDING MATERIALS, WINDOW SIZE AND COLOR
- (3) LARGE BUILDING FACADES BROKEN INTO SMALLER UNITS



Avelon Hotel  
1st & Baltimore Avenue  
Circa 1918

“Urban  
villages  
evolve one  
building  
at a time.”

~ David Sucher , City Comforts  
How to Build an Urban Village

8th Street looking East



# FACADES

## A. BUILDING FACADES

The facade is literally the “face” of the building. Windows act as “eyes on the street,” contributing to street activity and improving safety. Proper detailing of windows and doors contributes to architectural quality, both in the rhythm of these openings, and the detailing of each opening itself.

### REQUIRED

- (1) BUILDINGS THAT OCCUPY MORE THAN FIFTY FEET OF FRONTAGE SHALL BE DESIGNED TO APPEAR AS SEVERAL SMALLER BUT RELATED PARTS OF A LARGER STRUCTURE.
- (2) QUALITY MATERIALS SHALL BE INTEGRATED, ESPECIALLY ON THE GROUND FLOOR. SPECIAL ATTENTION SHALL BE PAID TO WINDOWS AND ENTRIES.
- (3) THE GENERAL PATTERN OF WINDOWS AND DOORS SHALL FOLLOW THE TRADITIONAL RHYTHM ON INDIVIDUAL STREETS.

### ENCOURAGED

- (1) ALTHOUGH ARCHITECTURAL STYLES MAY VARY FROM BUILDING TO BUILDING, SIMILAR COMBINATIONS OF ENTRIES AND STOREFRONTS SHOULD BE ENCOURAGED.

### PROHIBITED

- (1) FALSE WINDOWS AND DOORS ON FIRST FLOOR FACADES.
- (2) FRONT WALLS WITHOUT WINDOW OR DOOR OPENINGS, UNLESS FIRST FLOOR IS PARKING.



Harrison Apartments  
904 Baltimore Avenue



Atlantic House  
Bed & Breakfast  
5th Street & Baltimore Avenue

Illustration by James Delzell



## B. COMMERCIAL FACADES

Commercial buildings of downtown are diverse in period, style and materials and show common attributes that should be reinforced and strengthened when the opportunities arise.

### REQUIRED

- (1) STOREFRONTS SHALL BE GENERALLY TRADITIONAL IN DESIGN, WITH LARGE WINDOWS AND TRADITIONAL TRIM AND SIGN ELEMENTS.
- (2) REGULARLY SPACED WINDOWS IN THE UPPER FACADE, WITH ATTENTION TO THEIR RHYTHM AND FORM.
- (3) BUILDINGS THAT CONTAIN OFFICE AND PROFESSIONAL USES SHALL PROVIDE WINDOW OPENINGS AND DETAILED ENTRANCES THAT MAINTAIN PEDESTRIAN AND VISUAL INTEREST ALONG THE SIDEWALK.
- (4) INDIVIDUAL SHOP OR TENANT SPACES SHALL BE EXPRESSED ON A BUILDING'S EXTERIOR THROUGH THE RHYTHM OF OPENINGS, WALLS AND COLUMNS, AS WELL AS THE CAREFUL USE OF COLOR AND MATERIAL CHANGE.
- (5) GLASS ON STOREFRONTS SHALL BE TRANSPARENT, FOR PROPER "VISUAL MERCHANDISING" AND NATURAL SURVEILLANCE. FIRST FLOOR WINDOWS SHALL NOT EXCEED 8 FEET IN HEIGHT OR 10 FEET ABOVE GRADE.

### ENCOURAGED

- (1) APPROPRIATELY DESIGNED AND DETAILED AWNINGS AND CANOPIES ABOVE THE GROUND FLOOR THAT PROVIDE SHADE AND ARCHITECTURAL INTEREST.
- (2) COMMERCIAL STRUCTURES THAT FRONT THE STREET AND PROVIDE A DISTINCT CONTRAST TO THE SURROUNDING RESIDENTIAL COMMUNITY.
- (3) ONE BUILDING ENTRANCE SHOULD BE PROVIDED EVERY 25 TO 50 FEET TO ENCOURAGE A HIGH LEVEL OF PEDESTRIAN ACTIVITY TO THE STREET.
- (4) SIDEWALK AREAS OR COURTYARDS LARGE ENOUGH FOR MERCHANDISE, CAFE' SEATING AND OTHER LIVELY USES.

Conceptual Storefront



Illustration by James Delzell

“When we build, let us think that we build forever.”

~ John Ruskin



Layton's Restaurant  
16th Street & Philadelphia Avenue



8th Street & Baltimore Avenue



5th Street & Baltimore Avenue



Old Style Rustic Block

## C. SIDE & REAR BUILDING FACADES

Building design character shall be consistent over the entire building, especially where the building will be visible from publicly accessible areas such as streets, alleys or parking areas. Although details may be simplified, elements such as finish materials and architectural details should be consistent on each building facade.

When a building abuts a side property line in the interior of the block, and when that building's side wall is likely to remain visible for an extended period of time, the building's exposed facade should reflect a design treatment consistent with the building's established street-front design.

Corner buildings are considered to have two front facades. The corner buildings should be distinctive with rounded or angled corners to facilitate pedestrian flow. Facades shall relate to the scale and massing of buildings on their respective streets.

On bay front properties, the side of the building facing the bay shall be considered either the "front," or "street side," of the building, subject to review.

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## D. FOUNDATIONS

Foundations serve a functional purpose to provide the structural support for buildings.

Exposed areas of foundations shall consist of one of the following materials:

### PERMITTED

- (1) BRICK
- (2) CONCRETE
- (3) PARGED CINDER BLOCK
- (4) OLD STYLE RUSTIC BLOCK

OTHER MATERIALS SUBJECT TO APPROVAL.

LATTICE OR SCREENING SHALL BE REQUIRED BETWEEN PILING.

## E. MATERIALS & TEXTURES

Facade standards are intended to preserve the traditional character of the area. The choice of materials for building facades is critical to achieving this goal. The wood shingled and clapboard exteriors of the early buildings add character to the often simple structures that they adorn. The use of these patterns and textures will ensure that new construction is compatible with its older neighbors. When the availability of traditional materials is limited, contemporary materials that provide a traditional appearance and are compatible with the objectives of these guidelines are allowed.

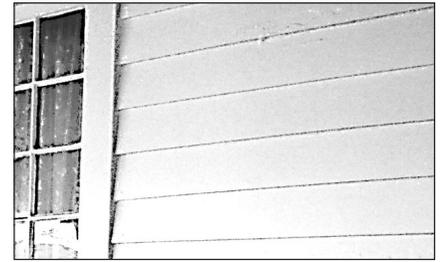
### PERMITTED

- (1) HORIZONTAL CLAPBOARD
- (2) SHINGLES
- (3) BOARD AND BATTEN IN UPPER STORY GABLE ENDS ONLY
- (4) WOOD, FIBER CEMENT, OR OTHER COMPOSITE MATERIALS, AS MAY BE APPROVED BY THE OCDC
- (5) HEAVY GAUGE VINYL SIDING (GREATER THAN .040" OR THICKER).
- (6) BRICK
- (7) EXTERIOR INSULATION FINISHED SYSTEM (I.E. "DRIVIT") MAY BE USED ABOVE 5TH STORY, SUBJECT TO APPROVAL.

### PROHIBITED

- (1) ALUMINUM SIDING
- (2) LIGHT GAUGE VINYL SIDING (LESS THAN .040").
- (3) TEXTURE 111 SIDING
- (4) DIAGONAL SIDING
- (5) SPLIT FACE BLOCK
- (6) EXPOSED SALT TREATED WOOD.

ALL OTHER MATERIALS SUBJECT TO APPROVAL



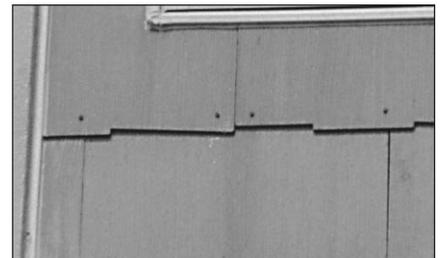
Clapboard  
Natural



Cedar Shingle  
Natural



Fish Scale Shingle  
Natural



Composite Shingle  
Synthetic



Fiber Cement  
Synthetic



Vinyl Shingle  
Synthetic



**Walker House**  
Baltimore Avenue - 1910

## F. OPENINGS & ENTRIES

The general pattern of windows and door openings shall follow the traditional rhythm on individual streets.

### Windows

Required to be of a generally traditional type (rectangular or square), but open storefronts and unique bays are encouraged. All windows shall be recessed a minimum of 2" from face of building to enhance shadow line around opening.

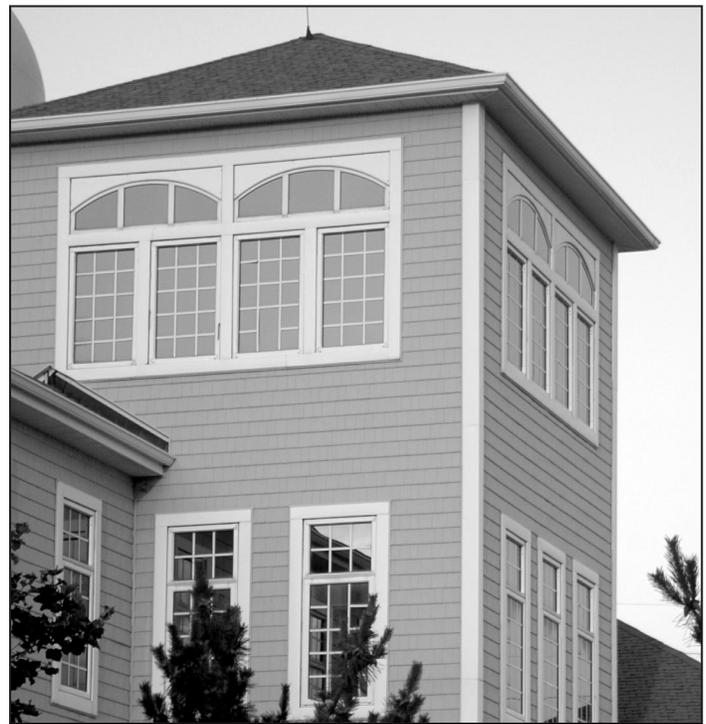
#### ENCOURAGED

- (1) FIRST FLOOR WINDOWS SHOULD BE WOOD FRAMED OR COMPOSITE WITH A TRADITIONAL GRID.
- (2) WINDOWS SHOULD BE IN A VERTICAL OR SQUARE PATTERN.
- (3) TRANSOMS ABOVE WINDOWS.
- (4) MULLIONS ARE ENCOURAGED ON ALL WINDOWS.

ALL OTHER WINDOW STYLES SUBJECT TO APPROVAL.



9th Street & Philadelphia Avenue



14th Street & St. Louis Avenue

# Doors

## Primary Entries

Primary building entries should be consistent with the chosen architectural style.

### REQUIRED

- (1) DOOR MATERIALS SHALL BE WOOD, METAL, FIBERGLASS OR VINYL.

### ENCOURAGED

- (1) DOORS THAT ARE FLANKED BY COLUMNS, DECORATIVE FIXTURES OR OTHER DETAILS.
- (2) DOORS THAT ARE RECESSED WITHIN A LARGER ARCHED OR CASED DECORATIVE OPENING.
- (3) DOORS THAT ARE COVERED BY MEANS OF A PORTICO PROJECTING FROM OR SET INTO THE BUILDING FACE.
- (4) DOORS THAT ARE PUNCTUATED BY MEANS OF A CHANGE IN ROOFLINE, A TOWER OR BREAK IN THE SURFACE OF THE WALL.
- (5) TRANSOMS ABOVE DOORS.

### PROHIBITED:

- (1) CORRUGATED METAL ROLL DOWN DOORS VISIBLE FROM A PUBLIC RIGHT OF WAY.

ALL OTHER DOOR MATERIALS AND STYLES SUBJECT TO APPROVAL.

## Secondary Entries

Secondary entries should be enhanced with detailing, trim and finish consistent with the character of the building and the primary entry so they are attractive and easy to identify while remaining visually subordinate to the primary entrance.

## Service Entries

Service entries should be designed with simple detailing so as to blend into the surrounding building facade. Where trash or storage areas are located in conjunction with service entries, such areas should be enclosed and screened by the use of design elements that are consistent with the particular style of building.





9th St. & Philadelphia Ave.



14th St. & Jacqueline Avenue

## G. PORCHES

Porches are a defining element of the area's seaside architecture. They provide a relaxed and shady place where residents and pedestrians can comfortably relate to one another. This interaction creates a vital sense of community. Front porches are encouraged on all residential buildings and hotels.

### REQUIRED ELEMENTS OF PORCH

- (1) PORCHES SHALL BE A MINIMUM OF SEVEN (7) FEET DEEP. PORCHES ABOVE THE THIRD FLOOR SHALL BE INTEGRATED INTO THE BUILDING MASS BUT SHALL NOT EXTEND BEYOND THE FRONT BUILDING LINE. THESE PORCHES MAY BE LESS THAN SEVEN (7) FEET DEEP.
- (2) PORCHES SHALL BE SUPPORTED BY LARGE SQUARE OR ROUND COLUMN POSTS, MINIMUM 6" X 6".
- (3) COLUMNS SHALL BE CONNECTED BY TRADITIONAL RAILING WITH PICKETS, NO HIGHER THAN 36" IN HEIGHT, UNLESS REQUIRED HIGHER FOR SAFETY.
- (4) RAILINGS AND COLUMNS SHALL BE WOOD, METAL, VINYL OR OTHER APPROVED COMPOSITE MATERIALS.
- (5) ALL RAILINGS SHALL BE WHITE OR A LIGHT TRIM COLOR COMPATIBLE TO THE BUILDING.
- (6) PRESSURE TREATED WOOD SHALL BE CLAD IN APPROPRIATE MATERIALS LIKE POLYVINYL CHLORIDE OR FIBER CEMENT.

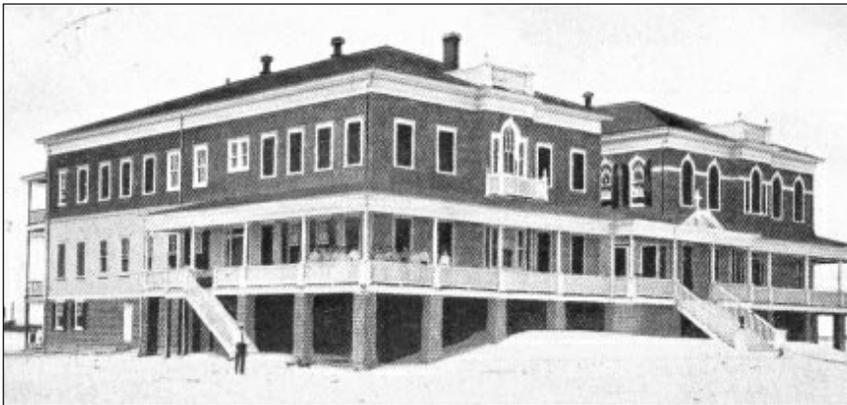
### ENCOURAGED

- (1) COLUMNS AND PIERS SHOULD BE SPACED NO FARTHER APART THAN THEY ARE TALL.
- (2) OPEN PORCHES MAY EXTEND INTO THE FRONT SETBACK AREA, UP TO SEVEN (7) FEET.

### PROHIBITED

- (1) FRONT PORCHES ENCLOSED BY SCREEN, GLASS, OR ANY OTHER MATERIAL.

ALL OTHER PORCH DESIGNS SUBJECT TO APPROVAL.



Catholic Home on 13th Street, part of the original building still exists as The Broadripple Hotel 13th & Baltimore Avenue



## Avondale Hotel

Northeast corner of Talbot Street & Baltimore Avenue - circa 1910

### H. COVERED WALKWAYS

Covered walkways on the front of a commercial property allow for a wider walking area as well as a means to provide shade on hot, sunny days. Covered walkways are encouraged on all commercial buildings. Awnings are also encouraged in place of covered walkways.

#### REQUIRED

- (1) COVERED WALKWAYS SHALL BE A MINIMUM OF SEVEN (7) FEET DEEP.
- (2) COVERED WALKWAYS SHALL BE SUPPORTED BY LARGE (6" X 6" MINIMUM) SQUARE OR ROUND COLUMN POSTS.
- (3) COLUMNS SHALL BE WOOD, METAL, VINYL OR OTHER APPROVED COMPOSITE MATERIALS.
- (4) PRESSURE TREATED WOOD ON A COVERED WALKWAY, INCLUDING COLUMNS, SHALL BE CLAD IN APPROPRIATE MATERIALS LIKE POLYVINYL CHLORIDE OR FIBER CEMENT.
- (5) COVERED WALKWAYS SHALL REMAIN OPEN.

#### ENCOURAGED

- (1) OPEN COVERED WALKWAYS MAY EXTEND INTO THE FRONT OR SIDE SETBACK AREA.

#### PROHIBITED

- (1) COVERED WALKWAYS ENCLOSED BY SCREEN, GLASS, OR ANY OTHER MATERIAL.
- (2) RAILINGS THAT WILL PREVENT EASY PEDESTRIAN FLOW, UNLESS REQUIRED FOR SAFETY

ALL OTHER COVERED WALKWAY DESIGNS SUBJECT TO APPROVAL.

#### Conceptual Covered Walkway





11th Street & Wilmington Lane



Baltimore Avenue



11th Street

## I. DECKS & EXTERIOR STAIRS

Decks and stairs should relate to the mass, scale, placement and detailing of a building and should be consistent with traditional architecture

### REQUIRED

- (1) OPEN EXTERIOR STAIRS (COVERED OR UNCOVERED BY A ROOF OR CANOPY) LOCATED IN A FRONT YARD SHALL SERVICE THE FIRST FLOOR AND/OR SECOND FLOOR ONLY.
- (2) OPEN EXTERIOR STAIRS (COVERED OR UNCOVERED BY A ROOF OR CANOPY) LOCATED ABOVE THE FIRST FLOOR MAY BE LOCATED NOT MORE THAN 6 FEET INTO A REAR YARD SETBACK, SUBJECT TO FIRE AND BUILDING CODE HEIGHT.
- (3) RAILINGS SHALL BE OPEN IN DESIGN AND SHALL NOT EXCEED THE REQUIRED MINIMUM BUILDING CODE HEIGHT.
- (4) WOOD MATERIALS SUCH AS FLOORING, EDGE BANDS, COLUMNS, TRIM, AND RAILINGS SHALL BE PAINTED OR STAINED.
- (5) ALL PRESSURE TREATED WOOD ON EXTERIOR STAIRS AND DECKS VISIBLE FROM A PUBLIC RIGHT OF WAY SHALL BE CLAD IN APPROPRIATE MATERIALS LIKE POLYVINYL CHLORIDE OR FIBER CEMENT.
- (6) STAIRS SHALL NOT ENCROACH INTO A REQUIRED EIGHT (8) FOOT SIDEWALK.

### ENCOURAGED

- (1) STAIRS ABOVE THE FIRST FLOOR IN A REAR YARD OR OTHER PERMITTED AREA SHOULD BE INTEGRATED WITHIN THE FOOTPRINT OF THE MAIN BUILDING TO THE EXTENT POSSIBLE. STAIRS SHOULD BE CONSTRUCTED OF STURDY MATERIALS AND SHOULD BE PAINTED OR STAINED.

ALL OTHER DECKS AND EXTERIOR STAIRS SUBJECT TO APPROVAL.

## J. AWNINGS

Awnings serve a functional purpose by protecting shop windows and residential rooms from intense direct sunlight.

### REQUIRED

- (1) AWNINGS SHALL BE OF A DURABLE, COMMERCIAL GRADE FABRIC, CANVAS OR SIMILAR MATERIAL. AWNING FRAMES AND SUPPORTS SHALL BE OF PAINTED OR COATED METAL OR OTHER NON-CORRODING MATERIAL.

### ENCOURAGED

- (1) STREET LEVEL AWNINGS MAY BE CONTINUOUS.
- (2) BRACKETS AND SUPPORTS SHOULD BE DECORATIVE, PREFERABLY OF WOOD OR WROUGHT IRON, AND DESIGNED TO VISUALLY COMPLEMENT THE ARCHITECTURE.

### PROHIBITED

- (1) GLOSSY FINISH.
- (2) BACKLIT AWNINGS.

ALL OTHER AWNINGS AND PLACEMENT ARE SUBJECT TO APPROVAL.

## K. COLORS

Exterior colors play an important role in the way a building and its details are perceived. Color can be used to enhance or draw attention to specific parts of a building such as entries and highlight a building's architectural style. Colors can be used to mask or diminish the visual importance of features such as service entries or storage and trash areas.

### REQUIRED

- (1) PRIMARY EXTERIOR COLORS SHALL BE LIGHT AND MUTED.

### ENCOURAGED

- (1) TRIM AND DETAIL COLORS SHOULD PROVIDE CONTRASTING ACCENT.
- (2) COLORS SHOULD REPRESENT THE ARCHITECTURAL STYLE OF THE BUILDING.
- (3) MATERIALS WITH NATURAL COLORS SUCH AS BRICK OR COPPER SHOULD BE LEFT UNFINISHED, UNLESS THERE IS A COMPELLING REASON TO THE CONTRARY.
- (4) BRIGHT OR INTENSE COLORS OR VERY DARK COLORS SHOULD BE USED SPARINGLY AND SHOULD TYPICALLY BE RESERVED FOR MORE DELICATE OR INTRICATE DESIGN ELEMENTS SUCH AS GRILLE WORK, AS WELL AS FEATURES SUCH AS AWNINGS, SIGNS AND FLAGS.

ALL OTHER COLOR CONCEPTS SUBJECT TO APPROVAL.

"The  
job of buildings  
is to improve  
human relations:  
architecture  
must ease them,  
not make  
them worse."

~ Ralph Erskine

10th Street & Wilmington Lane





Gable Roof



Hip Roof



Exposed Rafter Tabs



Note: Use Of Dormers To Break Up Roofline

# Roofs

## A. ROOF DESIGN

Roofs are a defining element of a community's history and character. The most common forms of roof type in this neighborhood are pitched, gabled and hipped roofs.

### REQUIRED

- (1) ROOFS SHALL BE SIMPLE AND BASIC IN MASS AND FORM.
- (2) ROOFS SHALL BE GABLED OR HIPPED.
- (3) ROOFS OF BUILDINGS UP TO 50 FEET SHALL BE PITCHED WITH AN ANGLE NO LESS THAN 6 FEET TO 12 FEET OR GREATER THAN 12 FEET TO 12 FEET; ROOFS OF BUILDINGS GREATER THAN 50 FEET SHALL BE PITCHED AT AN ANGLE APPROPRIATE TO THE SIZE AND DESIGN OF THE BUILDING. THIS REQUIREMENT SHALL NOT APPLY TO PORCHES AND OTHER APPURTENANCES.
- (4) BUILDINGS WITH FRONTAGE THAT EXCEED 50 FEET SHALL INCORPORATE CHANGES IN ROOF FORM OR TYPE, WHICH SERVES TO REINFORCE THE EXPRESSION OF THE TRADITIONAL BUILDING WIDTH. ARCHITECTURAL ELEMENTS DESIGNED TO BREAK UP ROOF LINES SHALL REPLICATE TRADITIONAL FEATURES SUCH AS DORMERS AND EAVE DETAIL. THEY SHALL APPEAR TO BE PART OF A HABITABLE SPACE OF PROPER SCALE AND PROPORTION. UNRELATED GEOMETRIC FORMS ARE UNACCEPTABLE.
- (5) ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW BY ROOF FORMS THAT ARE DESIGNED AS AN INTEGRAL PART OF THE BUILDING ARCHITECTURE.
- (6) NEW DESIGN SHALL RESPECT THE ALIGNMENT OF NEIGHBORING BUILDING CORNICES OR ROOFLINES AND OTHER HORIZONTAL ELEMENTS.

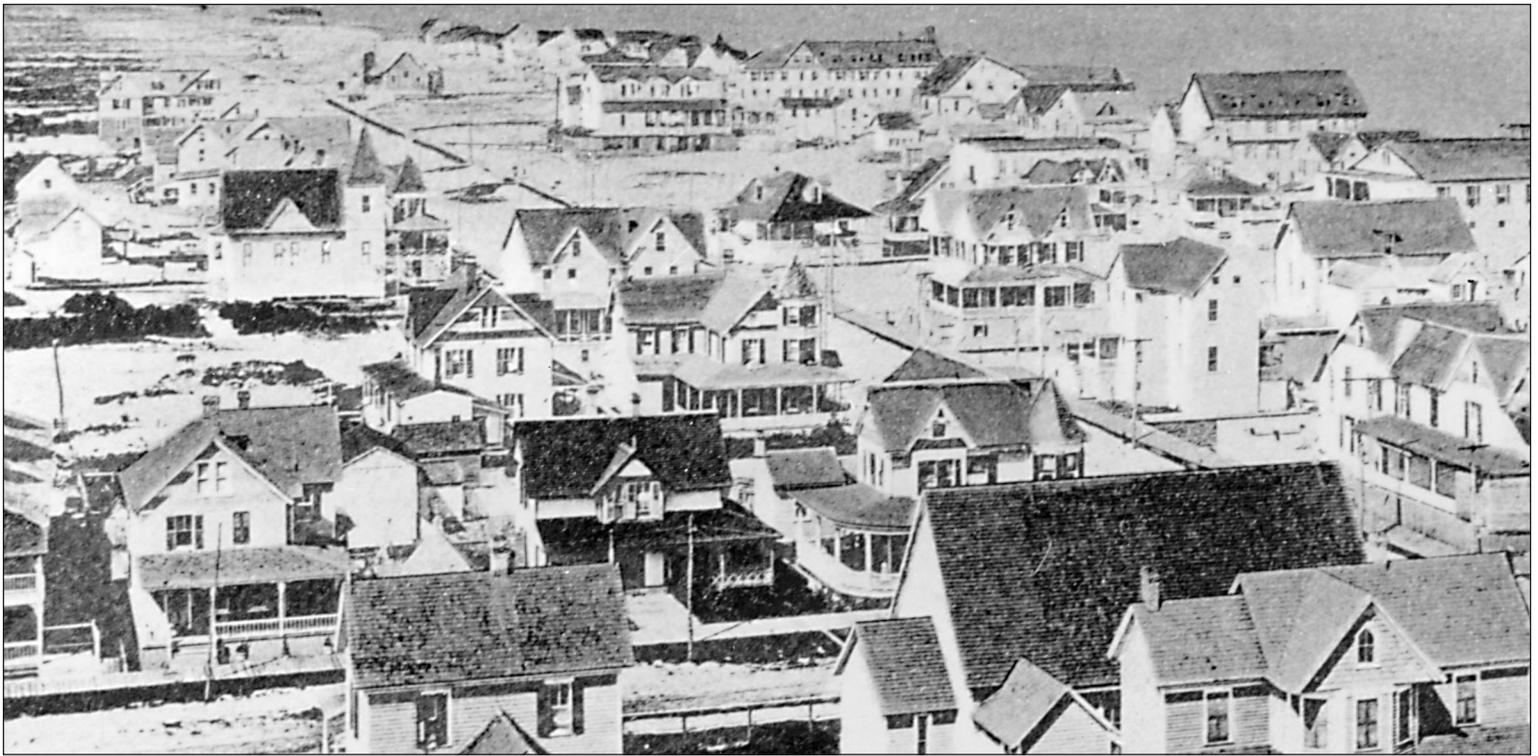
### ENCOURAGED

- (1) ARCHITECTURAL ENHANCEMENTS SHOULD BE PROVIDED BY DORMERS AND DECORATIVE TRIM.
- (2) EXPOSED RAFTER ENDS (OR TABS) AT OVERHANGS.
- (3) GABLE END BRACKETS.

### PROHIBITED

- (1) FLAT ROOFS IN NEW DEVELOPMENT, AS DESCRIBED IN THIS MANUAL.
- (2) ROOF SIGNS.

ALL OTHER ROOF DESIGNS SUBJECT TO APPROVAL.



## Historic Ocean City Roofline circa 1915

### DORMERS

Traditional dormers, such as shed, gable and hip, are encouraged.

They should be modest in proportion to the overall roof shape.

Hip Dormer



Gable Dormer



## B. ROOFING MATERIALS

### REQUIRED

- (1) SHALL BE ASPHALT SHINGLES, STANDING SEAM METAL, COMPOSITE SHINGLES, OR WOOD SHINGLES.

### ENCOURAGED

- (1) EXISTING FLAT ROOFS SHOULD BE LIGHT COLORED TO BE GENERALLY HEAT REFLECTIVE, AND MAY BE BITUMINOUS, BUILT UP OR SINGLE PLY ROOFING.

ALL OTHER ROOFING MATERIALS SUBJECT TO APPROVAL.

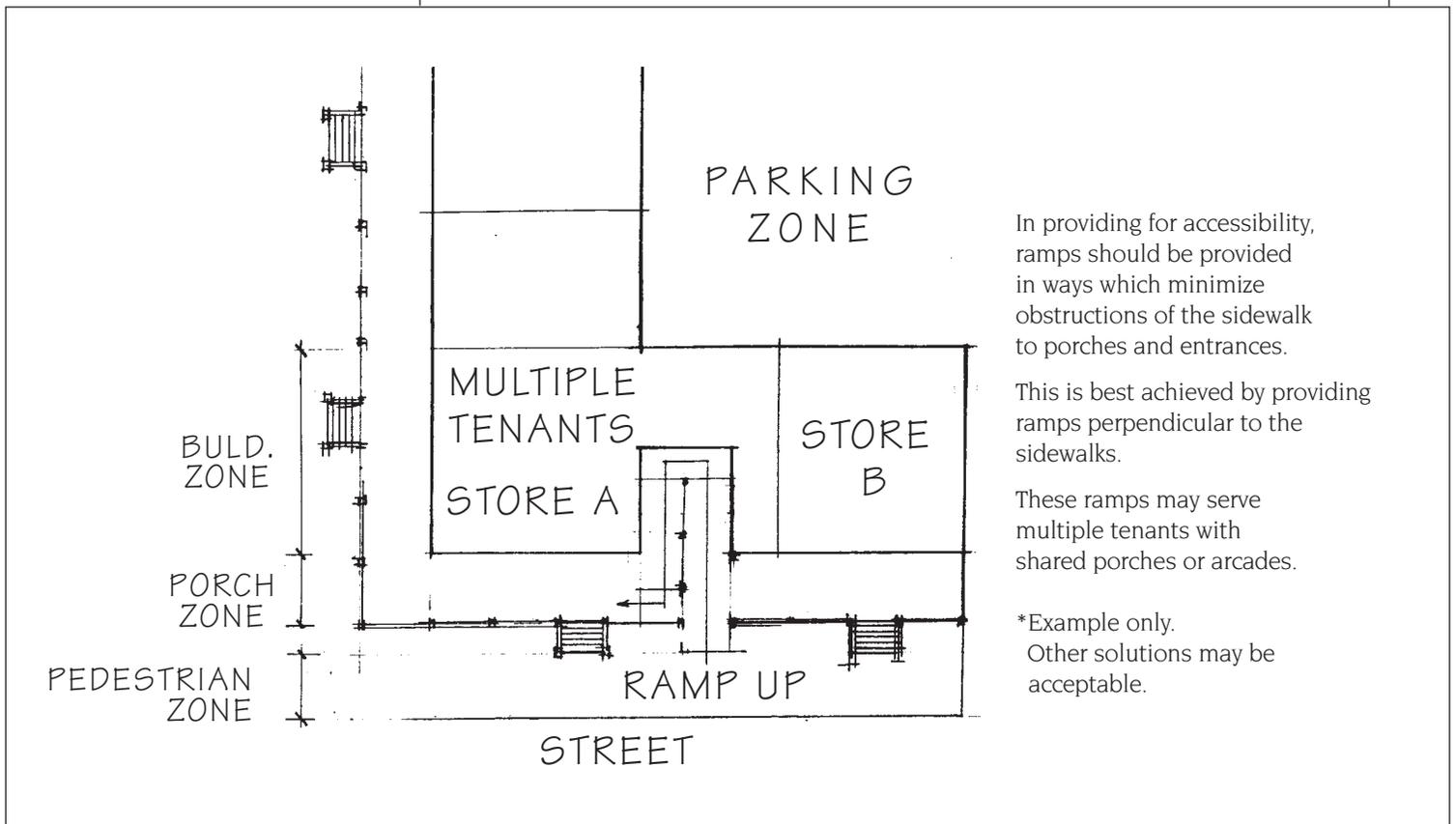
# Accessibility and A.D.A.

People with special needs should be able to enjoy public and private places. Therefore, it is important to provide access according to Americans Disabilities Act and State of Maryland codes.

## ENCOURAGED

- (1) TO AVOID DUPLICATION, THE DEVELOPMENT OF SHARED HANDICAPPED ACCESS ON NEIGHBORING LOTS
- (2) FLOOR LEVELS SHOULD BE "SIMILAR" ON NEIGHBORING LOTS.
- (3) ALL RAMPS ON THE SIDE OF THE BUILDINGS SHOULD HAVE A CLEAR ENTRY FROM THE STREET.
- (4) IT IS PREFERABLE TO PLACE HANDICAPPED RAMPS IN THE SIDE SETBACK AREA RATHER THAN FRONT SETBACK AREA.

If handicapped ramp or accessway is not easily visible, signs should direct patrons to the ramp or accessway.



# FENCING

Fences can be an attractive means to separate the public and private sector realms. A fence is a special detail to be included in the traditional style of development for the area. Fencing, garden walls, or hedges are strongly encouraged and should be placed along all unbuilt rights-of-way which abut streets and alleys.

## REQUIRED

- (1) MADE OF WOOD, METAL, OR OTHER MATERIAL AS APPROVED.
- (2) PAINTED OR STAINED MATERIALS SHALL BE WHITE OR LIGHT COLORED
- (3) TRADITIONAL, NOT INDUSTRIAL OR INSTITUTIONAL

## ENCOURAGED

- (1) GENERALLY FENCES IN THE FRONT OF ONE'S PROPERTY SHOULD NOT BE HIGHER THAN 36".
- (2) FENCING OF THE REAR YARD SHOULD BE HIGHER BUT NOT EXCEED THE CITY REGULATIONS FOR HEIGHT.
- (3) SOLID PRIVACY FENCES ARE PERMITTED IN REAR AND SIDE YARDS, BUT NOT IN FRONT YARDS.

## PROHIBITED

- (1) CHAIN LINK
- (2) BARBED WIRE FENCING.



11th Street  
Fencing separates private  
from public property

---

# Screening

Screening is a valuable tool to hide items that generally are not attractive.

## REQUIRED

- (1) SHALL BE MADE OF WOOD, SYNTHETIC MATERIAL, OR MASONRY (DECORATIVE BLOCK, BRICK, OR STONE).
- (2) LANDSCAPING IN FRONT OF SCREENING MATERIAL.

OTHER MATERIALS SUBJECT TO APPROVAL.



Screening of first floor  
parking area.

# Private PARKING

“... the basic rule must be to put the parking out of sight.”

David Sucher ~ City Comforts  
How to Build an Urban Village

## (OFF-STREET PARKING)

Providing off-street parking will lessen congestion on the public streets and thoroughfares. Parking regulations promote the public safety and welfare by establishing minimum requirements for the off-street parking of motor vehicles. The challenge of locating parking is to provide convenient vehicle storage without compromising or detracting from the pedestrian character of downtown. Even with a strong public transit system, adequate parking is essential to maintain economic viability. Consolidated parking structures and surface parking should be designed to blend into the urban fabric of the area. In order to encourage the development envisioned by this manual, the following changes to the parking regulations in Section 110 of the Code of Ocean City should be considered.

OCDC recommends the creation of a fee-in-lieu-of parking program to be developed by the Mayor and City Council. A common technique for addressing the special nature of district parking is to offer a voluntary program whereby developers and property owners can pay a fee instead of providing all or a portion of their required off street parking. These fees are used to help fund public parking improvements.

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## A. PARKING REQUIREMENTS

- (1) PARKING REQUIREMENTS - THE PARKING REQUIREMENTS CONTAINED IN SEC. 110-932, WHICH APPLY TO ALL OF OCEAN CITY, SHOULD BE STUDIED TO DETERMINE IF THEY ARE APPROPRIATE FOR THE AREA.

## B. PARKING DESIGN STANDARDS

Basic design standards for parking lots and spaces are found in Section 110-935 of the Ocean City Code. Landscaping requirements are found in Chapter 98, Article 2 of the Code. In addition, the following design considerations apply to parking in the downtown.

### REQUIRED

- (1) PARKING SHALL BE SCREENED FROM THE PUBLIC RIGHT OF WAY BY LANDSCAPING, FENCING OR ARCHITECTURAL DETAILING. PARKING SHALL BE LOCATED IN THE REAR OF BUILDINGS OR WITHIN THE BUILDING FOOTPRINT, SO AS TO APPEAR TO BE PART OF THE MAIN BUILDING. SEE EXAMPLES ON PAGES 25 AND 26. INTERIOR LOTS SHALL BE PROVIDED SPECIAL CONSIDERATION FOR PARKING LAYOUT.
- (2) ADEQUATE LIGHTING SHALL BE PROVIDED FOR OFF-STREET PARKING SPACES IN ACCORDANCE WITH SECTION 110-876 OF THE OCEAN CITY CODE. THE SCALE AND STYLE OF LIGHTING FIXTURES SHALL BE COMPATIBLE WITH THE OVERALL ARCHITECTURAL CHARACTER OF DOWNTOWN, AND SHOULD NOT BE TALLER THAN 12 FEET.
- (3) PARKING AREAS ABUTTING PUBLIC RIGHTS-OF-WAY SHALL BE SCREENED BY ATTRACTIVE LANDSCAPING, FENCING, AND/OR ARCHITECTURAL DETAILING.

### ENCOURAGED

- (1) WHERE FEASIBLE, ACCESS TO PARKING LOTS SHOULD BE OFF SECONDARY STREETS AND ALLEYS TO MINIMIZE VEHICULAR PENETRATION THROUGH THE COMMERCIAL STREET FRONTAGE.
- (2) PARKING AREAS SHOULD BE DESIGNED TO MINIMIZE CURB CUTS.
- (3) PERMEABLE ALTERNATIVES TO ASPHALT AND CONCRETE PAVING ARE ENCOURAGED.
- (4) PARKING STRUCTURES SHOULD INCORPORATE RETAIL AND/OR RESIDENTIAL USES ALONG THE FIRST FLOOR STREET FRONTAGE.
- (5) PARKING STRUCTURES SHOULD BE DESIGNED WITH SIMILAR MASSING AND ARTICULATION PRINCIPLES AS OTHER BUILDINGS, INCLUDING ARCHITECTURAL DETAILING, MATERIAL CHANGE, AND STEPPED BACK UPPER FLOORS.
- (6) PARKING LOTS AND STRUCTURES SHOULD PROVIDE PEDESTRIAN-SCALE ENHANCEMENTS, WITH CLEARLY MARKED ENTRIES AND EXITS AND PROTECTION FROM TRAFFIC.

OTHER PARKING DESIGNS SUBJECT TO APPROVAL.

Howard Johnson Motel  
12th St. & Baltimore Ave.

### Note:

This illustrates an attractive multi-level parking structure that is properly screened and landscaped.



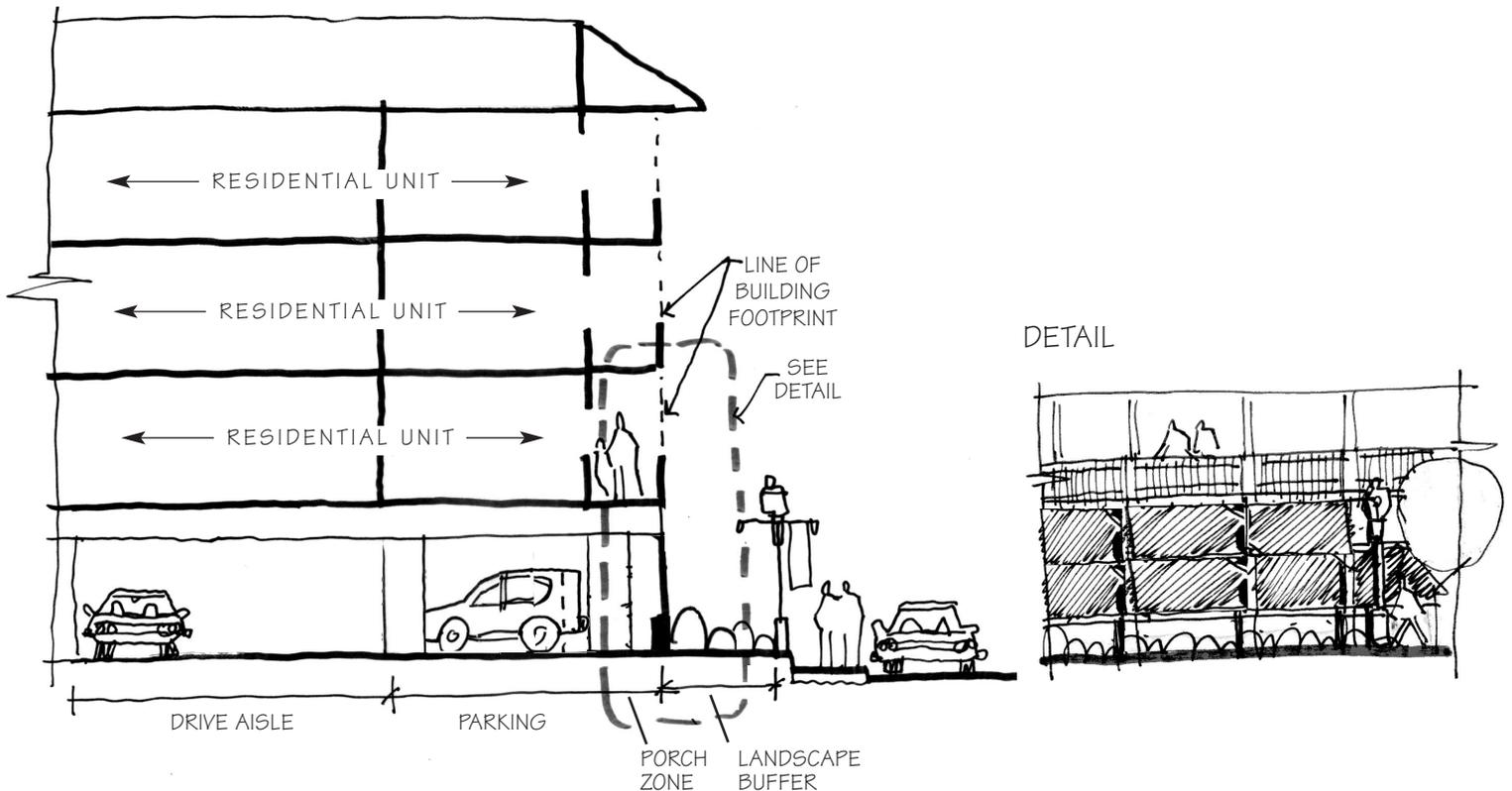
## C. PARKING SCREENING (NEW CONSTRUCTION - SURFACE PARKING BENEATH BUILDING)

### EXAMPLE FOR AVENUES

(OTHER SOLUTIONS MAY BE ACCEPTABLE)

#### ~ WALL WITH COLUMNS

- WALL MUST BE SCREENED AT PARKING LEVEL. ACCEPTABLE MATERIALS FOR WALL INCLUDE BRICK, PARGED CONCRETE OR MATERIALS SIMILAR TO THOSE USED IN THE BUILDING'S FAÇADE.
- ACCEPTABLE MATERIALS FOR WALL MUST CONTAIN COORDINATING COLUMNS AND INCLUDE DECORATIVE CONCRETE BLOCK.
- COLUMNS, PIERS, OUTRIGGERS OR BRACKETS MUST CONNECT THE WALL AND THE ROOF.

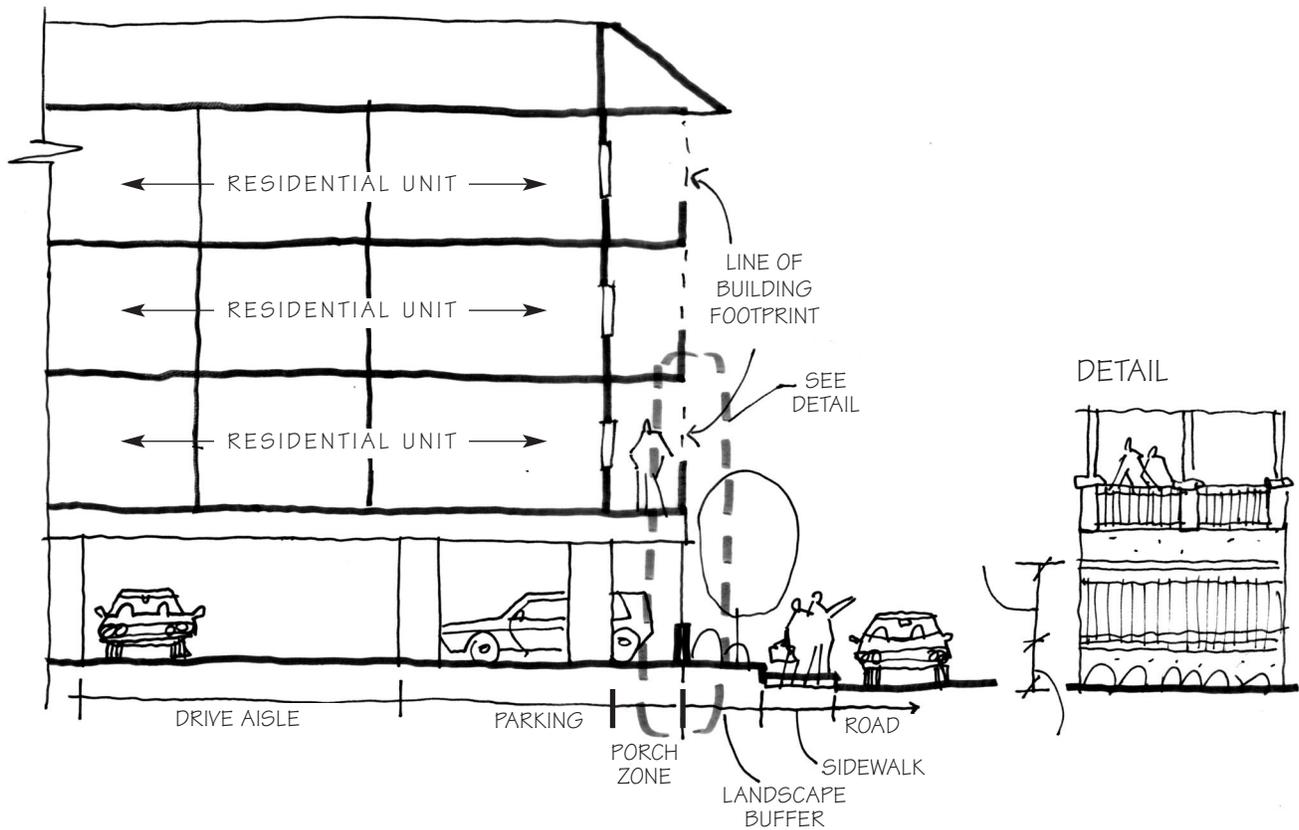


## EXAMPLE FOR SIDE STREETS

(OTHER SOLUTIONS MAY BE ACCEPTABLE)

### ~ LOW WALL WITH SCREENING

- LOW WALL MUST BE A MINIMUM OF 3'0" ABOVE PARKING LEVEL. WALL SHOULD ALIGN WITH THE BUILDING FOOTPRINT ABOVE. ACCEPTABLE MATERIALS FOR WALL INCLUDE BRICK, PARGED CONCRETE OR MATERIALS SIMILAR TO THOSE USED IN THE BUILDING'S FAÇADE.
- ACCEPTABLE MATERIALS FOR INFILL ABOVE WALL INCLUDE LATTICE, WOOD SLATS, WROUGHT IRON/VINYL FENCING AND DECORATIVE CONCRETE BLOCK.
- PARKING SPACE AND/OR VEHICLE OVERHANG CAN NOT EXTEND BEYOND THE FACE OF THE BUILDING FOOTPRINT



# Service ALLEYS & SIDEWALKS

Alleyways are important access points for deliveries and pickup of items.

## REQUIRED

(1) PROJECTS BORDERED BY TWO SIDE STREETS SHALL PROVIDE A SERVICE ALLEY CONNECTING THE TWO STREETS.

## ENCOURAGED

(1) SERVICE ALLEYS SHOULD BE PROVIDED IN THE INNER BLOCKS OF THE DISTRICT AND WHEREVER POSSIBLE.

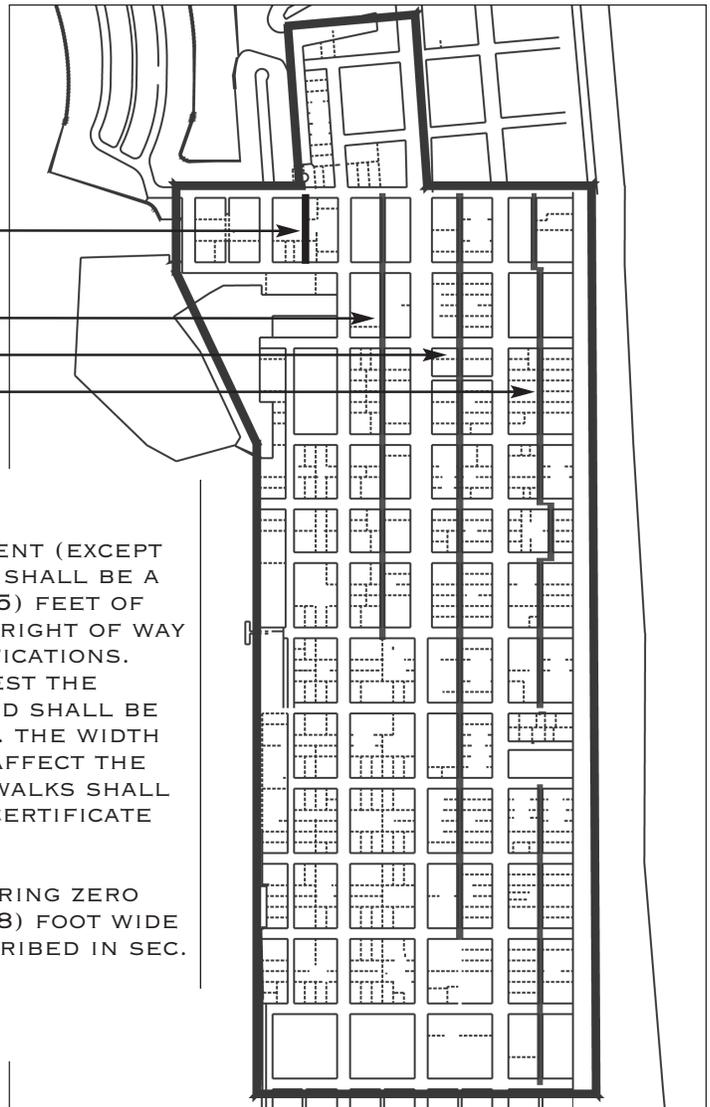
### Upper Downtown Area Service Alleys

Trout Lane

Dayton Lane

Wilmington Lane

Washington Lane



## SIDEWALKS

- A. ALL SIDEWALKS ADJACENT TO NEW DEVELOPMENT (EXCEPT AS PROVIDED FOR IN SUBSECTION (B) BELOW) SHALL BE A MINIMUM OF EIGHT (8) FEET IN WIDTH. FIVE (5) FEET OF THE SIDEWALK SHALL BE WITHIN THE PUBLIC RIGHT OF WAY AND SHALL BE CONSTRUCTED TO TOWN SPECIFICATIONS. THE THREE (3) FEET OF THE SIDEWALK NEAREST THE BUILDING SHALL BE ON PRIVATE PROPERTY AND SHALL BE CONSTRUCTED OF PERVIOUS PAVING MATERIAL. THE WIDTH AND LOCATION OF THE SIDEWALK SHALL NOT AFFECT THE MEASUREMENT OF ANY REQUIRED YARD. SIDEWALKS SHALL BE INSTALLED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- B. SIDEWALKS ALONG THE SIDE PROPERTY REQUIRING ZERO (0) SETBACK ARE ENCOURAGED TO BE EIGHT (8) FOOT WIDE AS DESCRIBED IN SUBSECTION (A) AS AS DESCRIBED IN SEC. 110-856.27, DEVELOPMENT INCENTIVES.

# LANDSCAPING

Landscape is an important feature to define, unify and enhance development.

## REQUIRED

- (1) LANDSCAPE SHALL COMPLEMENT AND ENHANCE PRIVATE BUILDINGS, PARKING AREAS AND FRONTAGES.

## ENCOURAGED

- (1) LANDSCAPE SHOULD SCREEN AND/OR BUFFER VIEWS OF LOADING, TRASH AREAS AND SERVICE YARDS.
- (2) ALL AREAS NOT DEVOTED TO WALKWAYS, PARKING, OR STRUCTURAL DEVELOPMENT SHOULD BE LANDSCAPED AND PERMANENTLY MAINTAINED.
- (3) ALL PLANTING AREA DIMENSIONS SHOULD BE CONSISTENT WITH PLANT MATERIAL REQUIREMENTS AND THE PURPOSE OF THE PLANTING.
- (4) PERMANENT AUTOMATIC LOW WATER-CONSUMING IRRIGATION FACILITIES SHOULD BE PROVIDED IN ALL LANDSCAPED AREAS.
- (5) PROJECT LANDSCAPING SHOULD CONSIST PRIMARILY OF DROUGHT TOLERANT AND SALT-RESISTANT TYPE SPECIES AND SHOULD BE COMPATIBLE WITH THE CHARACTER OF THE SURROUNDING ARCHITECTURAL STYLE OF THE STRUCTURE.
- (6) LANDSCAPING AND BUILDING ELEMENTS SUCH AS TRELLISES AND PERGOLAS SHOULD BE INTEGRATED INTO PROPERTIES.
- (7) WHERE APPROPRIATE, LANDSCAPE AREAS SHOULD BE PROVIDED ADJACENT TO BUILDING FACADES AND SIDE ELEVATIONS.
- (8) RAISED PLANTERS DESIGNED WITH WIDE LEDGES THAT PROVIDE SEATING SPACES SHOULD BE PROVIDED ALONG PEDESTRIAN CORRIDORS
- (9) INDIGENOUS LANDSCAPING IS ENCOURAGED TO BE INCLUDED IN THE PROJECT LANDSCAPING.

“The physician can bury his mistakes, but the architect can only advise his clients to plant vines.”

~ Frank Lloyd Wright



Tilghman House  
Jacqueline Avenue

# Signage

## A. PURPOSE

The purpose of these regulations is to regulate signs in a fair and comprehensive manner in order to protect the public health, safety, and welfare and to enhance the visual appearance of the district while assuring the efficient transfer of information. It shall be illegal for a sign to be placed or maintained in this district except as provided for in this chapter.

The regulations of signs in the neighborhoods is necessary and in the public interest for the following reasons:

- (1) TO PROTECT THE GENERAL PUBLIC FROM DAMAGE OR INJURY CAUSED OR PARTIALLY ATTRIBUTABLE TO SIGNS, WHICH, BY REASON OF THEIR SIZE, LOCATION, CONSTRUCTION, OR MANNER OF DISPLAY, CONFUSE, MISLEAD, OR OBSTRUCT THE VISION NECESSARY FOR TRAFFIC SAFETY.
- (2) TO PROVIDE A PLEASING, UNCLUTTERED OVERALL ENVIRONMENTAL SETTING AND COMMUNITY APPEARANCE WHICH IS DEEMED VITAL TO TOURISM AND THE CONTINUED ECONOMIC ATTRACTIVENESS OF THIS AREA.
- (3) TO PROTECT PROPERTY VALUES WITHIN THE NEIGHBORHOOD.
- (4) TO IMPROVE THE LEGIBILITY AND EFFECTIVENESS OF COMMERCIAL AND GOVERNMENTAL SIGNS.
- (5) TO PERMIT SIGNS APPROPRIATE TO THE STATED AND PLANNED CHARACTER OF THIS AREA.

## B. DEFINITIONS

- (1) **Sign** - Any device, structure, fixture or placard using graphics, symbols, characters or letters which advertises or identifies any business, organization, institution, person, product, service, event or location.
- (2) **Awning Sign** - A sign that is part of or attached to an awning, canopy, or other protective cover over a door, window or entrance.
- (3) **Banner** - A sign intended to be hung with or without frames, possessing characters, letters, illustrations or ornamentations applied to paper, plastic, or fabric of any kind. National flags, flags of political subdivision, and other such flags shall not be considered banners.
- (4) **Bulletin Board** - A changeable copy sign, which identifies and announces schedules for churches, schools, or other noncommercial uses or activities.

- (5) **Construction Sign** - A sign, which is located on a construction site during construction denoting the architect, engineer, contractor, sub-contractor, builder, lending institution, etc., affiliated with the construction.
- (6) **Directional Sign** - A sign, located on premise, directing traffic movement onto or within the premise.
- (7) **Free-Standing Sign** - A self-supporting sign resting on or supported by means of poles, standards or any other type of base on the ground.
- (8) **Government Sign** - See Public/Government Sign.
- (9) **Incidental Sign** - A sign whose main purpose is to direct or inform the reader, but not to identify or advertise the primary business, organization, institution, product or service located on the premise. Examples include signs indicating hours of business, entrance, exit, vacancy, office, menus, carry-out window, open house, no trespassing, no dumping, garage sale, yard sale.
- (10) **Monument Sign** - A freestanding sign which rests directly on the ground and not on a pole.
- (11) **Off-Premise Sign** - A sign advertising an establishment, product, service, or activity, which is not sold, produced, or provided on the specific property on which the sign is located, e.g., "billboards".
- (12) **Off-Premise Parking Sign** - A sign indicating that parking on a parcel or site is restricted to a designated business or businesses not located on such parcel or site.
- (13) **Parking Lot Control Sign** - A sign located within a private or public parking lot, which provides information regarding the users, hours of operation, towing procedures, etc., of the lot.
- (14) **Political Campaign Sign** - Any temporary sign intended to identify a political party, group or candidate or to advertise an election, referendum, meeting or similar local, state, or national political activity.
- (15) **Portable Sign** - Any sign whose design and/or construction is intended to be of a portable nature, whether anchored, carried, left free standing, towed, self propelled or attached to a vehicle or trailer.
- (16) **Projecting Sign** - A sign, other than a wall sign, which projects from a structure or building face, including but not limited to signs on awnings and marquees.
- (17) **Public/Government Sign** - A sign erected by a city, county, state, or federal government agency in furtherance of their governmental responsibilities.
- (18) **Real Estate Sign** - A sign advertising the sale, lease or future use of real estate, placed upon the property so advertised.
- (19) **Residential Personal Identification Sign** - A sign bearing only street or property numbers or names of occupants of premises.

- (20) **Roof Sign** - A sign located or erected on or attached to a roof and which extends above the ridge or peak of the roof. Also included is any sign which receives partial or total support from a roof by means of girders, wires, etc., attached to, located or erected on a roof.
- (21) **Subdivision, Project, or Multi-Family Development Identification Sign**  
 (Permanent) - A sign intended to identify a single family or multi-family residential development.  
 (Temporary) - A temporary sign intended to announce a future development of a project under development.
- (22) **Temporary Business Sign** - A sign advertising or announcing the initial opening of a business. This is not meant to pertain to a seasonal opening.
- (23) **Vehicle Sign** - A sign or advertising device, but not a bumper sticker, which is painted, mounted, affixed or otherwise attached to a vehicle or trailer, which is used for the purpose of providing advertisement of projects and services or directing people to a business, service or other activity.
- (24) **Vending Machine Sign** - A sign which is part of a vending machine and advertises a product available from the machine on which it is located.
- (25) **Wall Sign** - A sign painted on or affixed to and mounted parallel to a building facade or wall in such a manner that the facade or wall becomes the supporting structure for the sign.
- (26) **Window Sign** - A sign installed on the inside or outside of a window, which is visible from the sidewalk or street.
- (27) **Hanging Sign** - A sign that hangs from the underside of the roof of a porch or covered walkway.

## C. GENERAL PROVISIONS

Only signs specifically permitted in this chapter are allowed, and all signs must comply with the provisions of this chapter. All permitted signs shall be subject to the following regulations:

- (1) NO SIGN MAY BE PLACED OR ERECTED WITHOUT FIRST HAVING OBTAINED THE APPROPRIATE PERMIT OR APPROVALS, UNLESS A PERMIT IS NOT REQUIRED BY THESE REGULATIONS, WITH REVIEW OPPORTUNITY FROM OCDC.
- (2) A SIGN MAY BE ILLUMINATED, UNLESS OTHERWISE PROHIBITED, IF ILLUMINATION IS CONFINED TO THE SURFACE OF THE SIGN. THE SIGN AND ILLUMINATION SHALL BE LOCATED AND ARRANGED TO AVOID GLARE OR REFLECTION ONTO ANY PUBLIC STREET OR SIDEWALK, INTO THE PATH OF ONCOMING VEHICLES, OR ONTO ANY ADJACENT PROPERTY.

- (3) OTHER THAN PERMITTED TEMPORARY SIGNS, ALL SIGNS MUST BE PERMANENTLY ATTACHED TO A STRUCTURE OR ANCHORED TO THE GROUND.
- (4) ALL SIGNS SHALL BE CONSTRUCTED OR PLACED IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE ADOPTED BUILDING CODE OF OCEAN CITY.
- (5) CALCULATION OF SIGN AREA.  
The sign area is the area of the smallest geometric shape or combination of shapes, which enclose the extreme points or edges of the sign. This area does not include supporting structures unless they include graphics, characters or letters which advertise or identify any business, organization, institution, person, product, event or location.
  - (a) On a multi-faced sign, the total size of all faces shall not exceed two times the maximum permitted square feet, and no single face shall exceed the maximum permitted square feet.
  - (b) The area of a sign comprised of individual letters or figures shall be the area of the smallest geometric shape that encompasses all of the letters or figures.
  - (c) The area of a sign painted upon or applied to a building shall include all lettering, wording, designs and symbols together with any background of a different color or material than the building.
- (6) NOTHING IN THIS CHAPTER SHALL RESTRICT THE ERECTION OR PLACEMENT OF GOVERNMENTAL OR OTHER PUBLIC SIGNS.
- (7) AMUSEMENT PLACES AND RECREATIONAL AREAS - SIGNS WITHIN THESE AREAS, WHICH DO NOT IDENTIFY OR ADVERTISE THE AREA AS AN ENTITY ARE EXEMPT FROM THE REGULATIONS OF THIS ORDINANCE.
- (8) THE MESSAGE DISPLAYED BY AN ELECTRONIC OR COMPUTER CONTROLLED SIGN MAY NOT CHANGE MORE OFTEN THAN ONE (1) TIME EACH FIVE (5) SECONDS.
- (9) SIGNS THAT BLOCK WATER VISTAS IN THE PUBLIC RIGHTS OF WAY ARE NOT PERMITTED UNLESS APPROVED BY AGREEMENT BY TOWN ON OCEAN CITY AND INPUT OF OCDC.
- (10) SIGNS SHALL NOT COVER SIGNIFICANT ARCHITECTURAL DETAIL.

## D. PROHIBITED SIGNS

The following signs are prohibited in the Upper Downtown Area and, if in existence as of the date of enactment of this ordinance, shall be removed or brought into conformity as per the sign amortization schedule.

- (1) SIGNS CONTAINING STATEMENTS, WORDS, OR PICTURES OF AN OBSCENE, INDECENT, OR IMMORAL CHARACTER.
- (2) SIGNS WHICH IMITATE AN OFFICIAL TRAFFIC SIGN OR SIGNAL OR WHICH CONTAIN THE WORDS "STOP", "GO SLOW", "CAUTION", "DANGER", "WARNING" OR SIMILAR WORDS.
- (3) SIGNS WHICH ARE OF A SIZE, LOCATION, MOVEMENT, CONTENT, COLORING OR MANNER OF ILLUMINATION WHICH MAY BE CONFUSED WITH OR CONSTRUED AS A TRAFFIC CONTROL DEVICE, OR WHICH HIDE FROM VIEW ANY TRAFFIC OR STREET SIGN OR SIGNAL, OR WHICH OBSTRUCT THE VIEW IN ANY DIRECTION AT A STREET INTERSECTION IN ACCORDANCE WITH SECTION 66-10 OF THE CODE OF THE TOWN OF OCEAN CITY.
- (4) SIGNS WHICH ARE PLACED OR ERECTED WITHIN OR PROJECT INTO OR OVER ANY PUBLIC RIGHT-OF-WAY OR EASEMENT, UNLESS OTHERWISE APPROVED BY THE MAYOR AND CITY COUNCIL, WITH REVIEW BY OCDC.
- (5) SIGNS THAT ARE ATTACHED TO UTILITY POLES, TREES, FENCES, BENCHES OR OTHER SIGNS.
- (6) OFF-PREMISE SIGNS OF A COMMERCIAL NATURE.
- (7) PORTABLE SIGNS AND BANNERS UNLESS OTHERWISE PERMITTED.
- (8) VEHICLE SIGNS AS DEFINED AND REGULATED BY CHAPTER 66 OF THE CODE OF THE TOWN OF OCEAN CITY.
- (9) BALLOONS, KITES OR OTHER UNATTENDED FLYING DEVICE, WHICH ARE SIGNS AS DEFINED IN THIS ORDINANCE AND WHICH ARE MEANT TO ADVERTISE OR IDENTIFY A SPECIFIC BUSINESS, PRODUCT, OR EVENT.
- (10) SIGNS WHICH CONTAIN OR CONSIST OF FLASHING, BLINKING, REVOLVING, OR ROTATING LIGHTS, INCLUDING ELECTRONIC OR COMPUTERIZED SIGNS, UNLESS THE SIGN IS GIVING PUBLIC SERVICE INFORMATION SUCH AS TIME, DATE, TEMPERATURE, WEATHER OR SIMILAR INFORMATION, OR AS PERMITTED IN SECTION E2(iii)3. HOWEVER, THESE SIGNS ARE PERMITTED ON PROPERTIES WITH COMMERCIAL ZONING WHICH FACE THE BOARDWALK (ATLANTIC AVENUE) AND NORTH/SOUTH AVENUES IN THIS DISTRICT. SIGNS CONTAINING FLASHING, BLINKING, REVOLVING, OR ROTATING LIGHTS WHICH EXISTED PRIOR TO THE ENACTMENT OF THIS ORDINANCE, WHICH DO NOT CONFORM TO THESE REGULATIONS ARE TO BE BROUGHT INTO CONFORMITY WITH THIS ORDINANCE AND ARE NOT LOCATED FACING THE APPROPRIATE AVENUES AS SPECIFIED IN SECTION F REGARDING NONCONFORMING SIGNS.
- (11) ROOF SIGNS.

## E. PERMITTED SIGNS

### 1. The following signs do not require a permit.

- (a) ONE (1) RESIDENTIAL PERSONAL IDENTIFICATION SIGN NOT EXCEEDING FOUR (4) SQUARE FEET IN SIZE.
- (b) TEMPORARY REAL ESTATE SIGNS (SUCH AS “FOR SALE”) LOCATED ON THE PREMISE AND SUBJECT TO THE FOLLOWING CONDITIONS:
  - (i) Signs may not be illuminated.
  - (ii) The number of signs is limited to one (1) per street, which the premise faces, and only one (1) sign may face each street. Signs identifying a unit for sale in a multiple-family development may be placed either on the premise of the unit for sale or in front of the building containing the unit.
  - (iii) The size of signs shall not exceed sixteen (16’) square feet and twelve feet (12’) in height.
  - (iv) Signs must be removed after the sale of the property.
- (c) PUBLIC OR GOVERNMENTAL SIGNS.
- (d) TEMPORARY POLITICAL CAMPAIGN SIGNS PLACED OR ERECTED PRIOR TO A FEDERAL, STATE OR LOCAL ELECTION. SUCH SIGNS MUST BE REMOVED WITHIN ONE (1) WEEK AFTER THE ELECTION.
- (e) PARKING LOT CONTROL SIGNS.
- (f) INCIDENTAL SIGNS, SUBJECT TO THE FOLLOWING CONDITIONS:
  - (i) No individual sign may be larger than four (4) square feet.
  - (ii) The aggregate of all incidental signs on a property may not exceed twenty-four (24) square feet.
  - (iii) Signs may not exceed thirty-six (36) inches in height.
- (g) VENDING MACHINE SIGNS WHICH MAY NOT EXCEED THE LIMITS OF THE MACHINE ON WHICH THEY ARE LOCATED.
- (h) SIGNS LOCATED UNDER AREAS COVERED BY CANOPIES OR AWNINGS AND WITHIN PORCH AREAS, AND VISIBLE PRIMARILY TO VIEWERS WITHIN THESE AREAS, WITH THE FOLLOWING CONDITIONS:
  - (i) No sign may be larger than four (4) square feet.
  - (ii) The aggregate of all such signs on a property may not exceed eight (8) square feet.

2. The following signs require a sign permit.

- (a) ONE (1) SIGN IDENTIFYING AN APPROVED HOME OCCUPATION NOT EXCEEDING FOUR (4) SQUARE FEET.
- (b) ONE (1) BULLETIN BOARD FOR A PERMITTED CHURCH, SCHOOL OR OTHER NONCOMMERCIAL USE OR ACTIVITY, PROVIDED IT DOES NOT EXCEED TWENTY (20) SQUARE FEET AND SEVEN (7) FEET IN HEIGHT.
- (c) CONSTRUCTION SIGNS, PROVIDED THAT SUCH SIGNS SHALL BE LIMITED TO ONE (1) FOR EACH FIRM, EACH NOT TO EXCEED SIX (6) SQUARE FEET IN SIZE AND NO HIGHER THAN THREE (3) FEET. ALL SUCH SIGNS MUST BE REMOVED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- (d) SUBDIVISION, PROJECT OR MULTI-FAMILY DEVELOPMENT IDENTIFICATION SIGNS (TEMPORARY) - ONE SIGN ON EACH STREET FRONTAGE, EACH SIGN NOT EXCEEDING THIRTY-TWO (32) SQUARE FEET IN SIZE AND TWELVE (12) FEET IN HEIGHT. THESE SIGNS MAY NOT BE ERECTED PRIOR TO SITE PLAN APPROVAL OF THE PROJECT AND MUST BE REMOVED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE DEVELOPMENT.
- (e) ANY THREE (3) OF THE SIGNS DESCRIBED IN SUBSECTIONS (i) THROUGH (iv) BELOW.
  - (i) **Wall Signs** - A structure may have wall signs with an aggregate size of no more than one and one-half square feet for each lineal foot of the length of a wall facing a street or body of water, but in no case measuring an aggregate of more than 75 square feet. Structures abutting more than one street or body of water may have wall signs, with an aggregate as described above, for each wall facing a street or body of water. The signs may be distributed on any exterior walls of the structure, and may not be placed so as to exceed the limits of the wall on which they are placed. Hanging signs shall be considered to be wall signs for the purposes of this section and are permitted as part of the aggregate size for wall signs.
  - (ii) **Projecting Signs** - One projecting sign per business, no larger than six (6) square feet. Buildings on corner lots may have one (1) projecting sign facing each street. No such sign may project more than three (3) feet from any wall. Projecting signs must be a minimum of eight (8) feet above grade, and the maximum height of any projecting sign may not exceed the height of the building to which it is attached or fifteen (15) feet above grade, whichever is lower. The Mayor and City Council must approve signs that project over or into a public way or the Boardwalk as regulated by Section 66-14 of the Code.

(iii) Free-standing Signs

1. One (1) freestanding sign per lot facing each major street that the lot fronts upon (major streets defined in this ordinance as Baltimore Avenue, Philadelphia Avenue and St. Louis Avenue.) Such signs may be no larger than one hundred (100) square feet. The maximum height of a freestanding sign may not exceed twenty (20) feet above grade.
2. The maximum size of freestanding signs may be increased by fifty percent (50%) if a monument sign is used. The maximum height of monument signs is six (6) feet above grade.
3. One electronic or computer sign shall be permitted in commercial and R-3 districts. Their signboards must not exceed 32 sq. ft. The message displayed by such signs may not change more often than one time each five seconds.

(iv) Awning Signs - One (1) awning sign, the size of which shall not exceed twenty five percent (25%) of the area of the awning. The location of the sign shall not exceed the limits of the awning and the sign shall only be located on a valance which may be no taller than one foot (1').

- (f) WINDOW SIGNS, WHICH DO NOT CUMULATIVELY EXCEED TWENTY-FIVE (25) PERCENT OF THE AREA OF THE WINDOW ON WHICH THEY ARE PLACED.
- (g) SHOPPING CENTERS, AS DEFINED IN SECTION 110-2 OF THE CODE OF OCEAN CITY, MAY HAVE ONE (1) FREE STANDING SIGN AS REGULATED BY SUBSECTION E (iii), AND ONE (1) WALL SIGN OR PROJECTING SIGN FOR EACH BUSINESS AS REGULATED BY SUBSECTIONS E (1) AND (2) AND SHALL PROVIDE A UNIFORM SIGNAGE PLAN FOR APPROVAL.
- (h) HOTELS AND MOTELS ARE PERMITTED ONE (1) ADDITIONAL WALL SIGN (IN ADDITION TO SIGNS PERMITTED ELSEWHERE IN THIS ORDINANCE) TO IDENTIFY ACCESSORY USES WITHIN THE HOTEL. ACCESSORY USES IN THIS SUBSECTION INCLUDE USES SUCH AS RESTAURANTS, BARS, LOUNGES, SHOPS, MEETING AND CONVENTION FACILITIES. THE ADDITIONAL SIGN MAY BE NO LARGER THAN FIFTY PERCENT (50%) OF THE MAXIMUM SIZE OF A PRIMARY WALL SIGN THAT COULD BE LOCATED ON THE PROPERTY.
- (i) OFF-PREMISE PARKING LOT SIGNS SHALL NOT EXCEED TEN FEET (10') IN HEIGHT WHEN PLACED BEHIND A FENCE AND THE PLACEMENT OF SUCH SIGNS SHALL BE LIMITED TO ONE STREET FRONTAGE.

# DESIGN STANDARDS

## Administration and Enforcement

These regulations shall be administered by the Department of Planning and Community Development of the Town of Ocean City, with assistance from the Ocean City Development Corporation as needed. Administration, enforcement, and permitting shall be as provided in the Code of the Town of Ocean City.

## F. NONCONFORMING SIGNS

### Intent

- (1) SIGNS WHICH WERE LEGALLY IN EXISTENCE PRIOR TO THE ADOPTION OF THIS ORDINANCE WHICH DO NOT CONFORM TO THE PROVISIONS OF THIS ORDINANCE ARE DECLARED NONCONFORMING SIGNS. IT IS THE INTENT OF THIS SECTION TO ENCOURAGE THE EVENTUAL ELIMINATION OF NONCONFORMITY SIGNS, SINCE THEY ARE OF CONCERN WITH REGARD TO THE PUBLIC HEALTH, SAFETY, WELFARE AND COMMUNITY APPEARANCE JUST AS ARE NEW SIGNS. IT IS ALSO THE INTENT THAT ANY ELIMINATION OF NONCONFORMING SIGNS BE EFFECTED SO AS TO AVOID UNREASONABLE DENIAL OF ESTABLISHED PROPERTY RIGHTS.
- (2) ALL EXISTING SIGNS, WHICH ARE IDENTIFIED IN SECTION D OF THIS ORDINANCE AS PROHIBITED SIGNS SHALL BE REMOVED WITHIN (90) DAYS OF THE EFFECTIVE DATE OF THIS ORDINANCE, WITH THE EXCEPTION OF THE SIGNS DESCRIBED IN SUBSECTION D-10 AND SUBSECTION D-11 (I.E., SIGNS CONTAINING FLASHING, BLINKING, REVOLVING OR ROTATING LIGHTS AND ROOF SIGNS), WHICH MAY FOLLOW THE SCHEDULE IN SEC. 110-827 F (3).
- (3) ANY NONCONFORMING SIGN EXCEPT THOSE IDENTIFIED IN SUBSECTION F(2) AS EXCEPTIONS, SHALL BE MADE TO CONFORM TO THE REQUIREMENTS OF THIS SECTION WITHIN TEN (10) YEARS OF THE PASSAGE OF THIS ORDINANCE, BUT OTHERWISE SHALL BE REMOVED, REPLACED, OR MADE TO CONFIRM TO THE REQUIREMENTS OF THIS ORDINANCE WHEN IT IS:
  - (a) Changed or replaced with another sign; however, the face or copy of a nonconforming sign may be changed without bringing the sign into conformity, providing such changes are nonstructural in nature.
  - (b) Structurally altered so as to extend its useful life.
  - (c) Expanded or enlarged.
  - (d) Relocated.
  - (e) Repaired or re-established after damage by more than 50 percent of its value at the time of the damage or destruction.
  - (f) Modified in any way that would increase the degree of nonconformity.
- (4) NONCONFORMING WINDOW SIGNS THAT EXCEED THE AGGREGATE WINDOW COVERAGE STIPULATED IN SECTION E2F SHALL BE MADE TO CONFORM TO THE REQUIREMENTS OF THIS SECTION WITHIN ONE (1) YEAR AFTER ADOPTION OF THIS ORDINANCE.
- (5) NOTHING IN THIS SECTION SHALL PREVENT ORDINARY MAINTENANCE PERFORMED ON A NONCONFORMING SIGN OR SIGN STRUCTURE.

### Variances

The Board of Zoning Appeals shall have the power to grant variances to the sign regulations contained in this Overlay Zone only. Variances to this section shall be guided by and follow the procedures in Section 110-95.

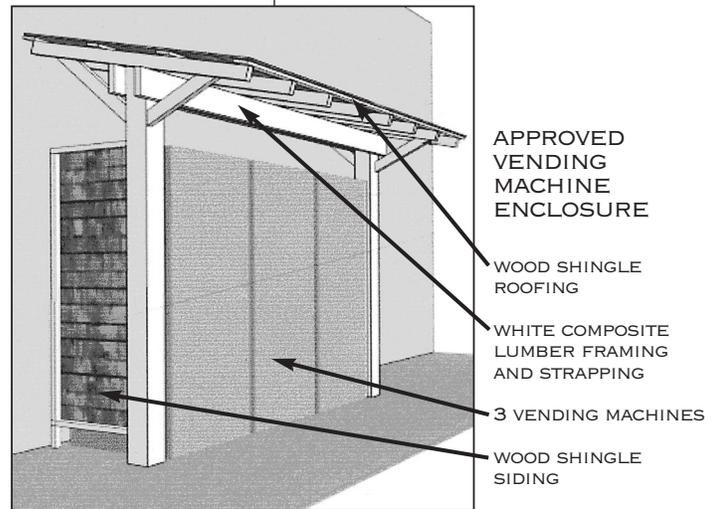
# Vending MACHINES

Vending machines are permitted subject to the following regulations.

- a. A premise may have the greater of two vending machines, or one vending machine per 75 linear feet of street frontage along each street, with the machines fronting said street. Vending machines shall be placed binding upon and touching a building and may not block any doorway, window, architectural detail, or corner visibility. Grouping of three or more vending machines may be permitted provided they are located within an enclosure meeting the design standards. There shall be no restriction on the number of vending machines that are not visible from a public way.
- b. Vending machines shall not be placed closer than three feet from any public right of way except where the existing building will not permit this setback. One existing vending machine per premise located in this setback area before September 15, 2006, shall be permitted. Vending machines shall be placed binding upon and touching a building and may not encroach into the public right of way.
- c. These restrictions shall not apply to that portion of any property which fronts upon the east and west sides of Atlantic Avenue (the Boardwalk), except machines shall be placed binding and touching a building. Vending machines on east-west side streets of properties that also front the Boardwalk shall be regulated by subsection 110-605 (14) a.

“ You got to be careful if you don't know where you're going, because you might not get there.”

~ Yogi Berra,  
Former Major League  
Baseball Catcher



Aerial of beach and boardwalk from 12th St. looking South. George Washington, Lankford, Majestic Hotels. Circa 1948



## Model Building for Upper Downtown Area

1. Habitable attic story as per incentives, allows five levels over parking
2. Upper levels setback from street to minimize apparent height and fit in with existing buildings
3. Porches with columns taken all the way to the ground, no cantilevers
4. "Traditional" building form and details
5. Light colors
6. Parking screened from street
7. All vehicular access from rear alley, or side street when possible

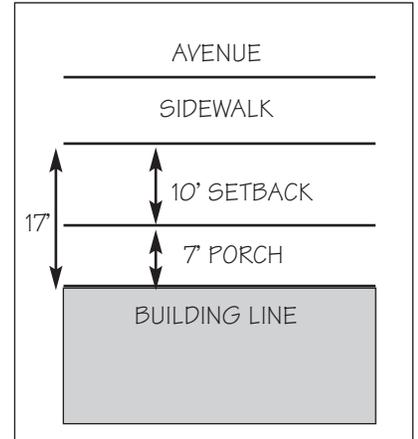
# Development INCENTIVES

These incentives are intended to encourage new development to respect and compliment the "sense of place" that residents and visitors currently enjoy within the downtown area. To preserve this character, common architectural elements, and traditional rhythm of the street setbacks must be encouraged. Buildings with pitched roofs and dormers, generous front porches with columns and compatible colors are critical to this goal. As large development projects become part of the downtown landscape it is equally important to address parking location and the design of buildings over three stories high. The incentive program is voluntary and its benefits are available to any project that meets the intent of these regulations and guidelines. Recognizing the impossibility of creating one program to fit all projects, it should be noted that some aspects of this program are subject to review. The following pages describe the requirements and benefits for participation in this incentive program.

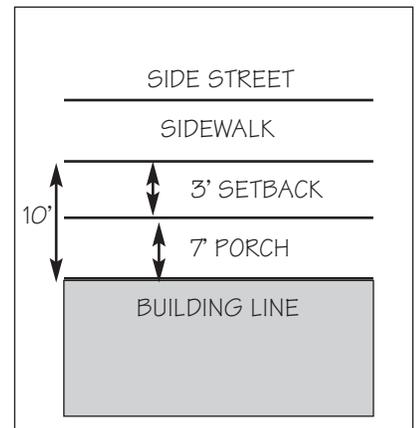
# REQUIREMENTS FOR INCENTIVES PROGRAM

- (1) FRONT PORCHES WITH COLUMNS AND A MINIMUM DEPTH OF SEVEN FEET DEEP. PORCHES ABOVE THE THIRD FLOOR MAY BE LESS THAN SEVEN FEET DEEP. THE ARRANGEMENT OF ADDITIONAL PORCHES AND OPENINGS ON THE PROJECT FACADE WILL BE SUBJECT TO REVIEW. BUILDINGS ON STREET CORNERS ARE EXPECTED TO WRAP PORCHES AROUND THE CORNER ON THE LOWER THREE LEVELS.
- (2) BUILDINGS WITH THEIR FRONT FACADES ALONG THE AVENUES (EXCLUDING ATLANTIC AVENUE) SHALL BE SETBACK TEN FEET, FOLLOWED BY A PORCH ZONE OF A MINIMUM OF SEVEN (7) FEET. THE 4TH AND 5TH FLOORS OF THESE BUILDINGS SHALL CONTAIN AN ADDITIONAL PORCH ZONE SETBACK OF AT LEAST SEVEN FEET. SEE EXAMPLE ON PAGE 39.
- (3) BUILDINGS WITH THEIR FRONT FACADES ALONG SIDE STREETS SHALL FOLLOW THE RHYTHM OF THE STREET AND BE SETBACK TEN (10) FEET, BUT THE PORCH MAY INTRUDE WITHIN THIS FRONT SETBACK AREA UP TO SEVEN (7) FEET. THE 4TH AND 5TH FLOORS OF THIS BUILDING SHALL CONTAIN AN ADDITIONAL PORCH ZONE SETBACK OF AT LEAST SEVEN FEET.
- (4) BUILDINGS HIGHER THAN FIVE STORIES SHALL HAVE ADDITIONAL UPPER FLOOR SETBACKS, SUBJECT TO REVIEW.
- (5) BUILDINGS THAT ARE LESS THAN FIVE STORIES ARE REQUIRED TO HAVE A PITCHED ROOF, BUT TALLER BUILDINGS MAY HAVE OTHER ROOF DESIGNS, AS APPROVED.
- (6) SIDEWALKS SHALL BE A MINIMUM OF EIGHT (8) FEET WIDE, WHERE POSSIBLE, A PORTION OF WHICH MAY BE PERVIOUS PAVERS. THERE SHALL BE SPECIAL CONSIDERATION FOR WIDENING SIDE STREET SIDEWALKS FOR BOARDWALK FRONTING PROPERTIES.

Avenue  
Front Setback  
Incentive Requirement



Side Street  
Front Setback  
Incentive Requirement



“It is often at the design stage that most can be done to maximize value.”

~ National Audit Office,  
Modernizing Construction Report, 2001

# BENEFITS OF INCENTIVES PROGRAM

## (1) PARKING

- a. A portion of a project's on-site residential parking requirement may be satisfied by using tandem (stacked) parking. These tandem parking spaces must be used for the same living unit and no more than one (1) space may be stacked behind another. See pages 42 and 43.
- b. A reduction of parking to 2 parking spaces for 3 bedroom units, subject to approval by the Mayor and City Council.
- c. To promote first floor commercial uses in appropriately zoned districts, a project will be permitted to satisfy 50% of its commercial parking requirements with reduced parking space sizes. Minimum parking space size shall be 18' x 8'.
- d. First floor commercial uses providing a covered walkway can provide one less parking space for commercial parking requirements for each 300 sq. ft. of covered walkway area abutting a public street.
- e. Projects may participate in a fee in lieu of parking program when approved by the Mayor and City Council.

(2) FIVE FOOT REDUCED REAR SETBACK SUBJECT TO APPROVAL OF THE TOWN OF OCEAN CITY FIRE DEPARTMENT.

(3) A PROJECT THAT PROVIDES PITCHED ROOFS AND DORMERS WILL BE ALLOWED TO USE 50% OF ITS UPPER FLOOR FOOTPRINT FOR RESIDENTIAL AND COMMERCIAL USES, NOT WITHSTANDING THE DEFINITION OF BUILDING HEIGHT IN SECTION 110-2 OF THE ZONING CODE, UNLESS OTHERWISE PROHIBITED BY THE BUILDING CODE. DORMERS MUST BE OF TRADITIONAL STYLE AND MUST APPEAR TO BE PART OF A FUNCTIONING INTERIOR.

(4) PROJECTS CONTAINING ONLY RESIDENTIAL USES ARE NOT REQUIRED TO PROVIDE A LOADING ZONE. MIXED-USE PROJECTS THAT CONTAIN 20 RESIDENTIAL UNITS OR LESS ARE ALSO NOT REQUIRED TO PROVIDE A LOADING ZONE.

(5) A BUILDING'S PORCH OR COVERED WALKWAY MAY INTRUDE INTO ITS SIDE YARD SETBACK. WHEN THE SIDE YARD ABUTS A PUBLIC STREET IT MAY INTRUDE UP TO SEVEN (7) FEET INTO THIS SETBACK, BUT MAY NOT BE PLACED OVER THE PUBLIC RIGHT OF WAY. WHEN THE SIDE YARD SETBACK ABUTS AN INTERIOR LOT LINE IT MAY INTRUDE UP TO FIVE (5) FEET FROM THIS SIDE LOT LINE AND BE SUBJECT TO REVIEW BY THE FIRE MARSHALL. IN NO CASE SHALL A PORCH IMPEDE PEDESTRIAN ACCESS TO A REQUIRED EIGHT (8) FOOT WIDE SIDEWALK.

(6) BUILDING HEIGHT TO BE MEASURED FROM BASE FLOOD ELEVATION.

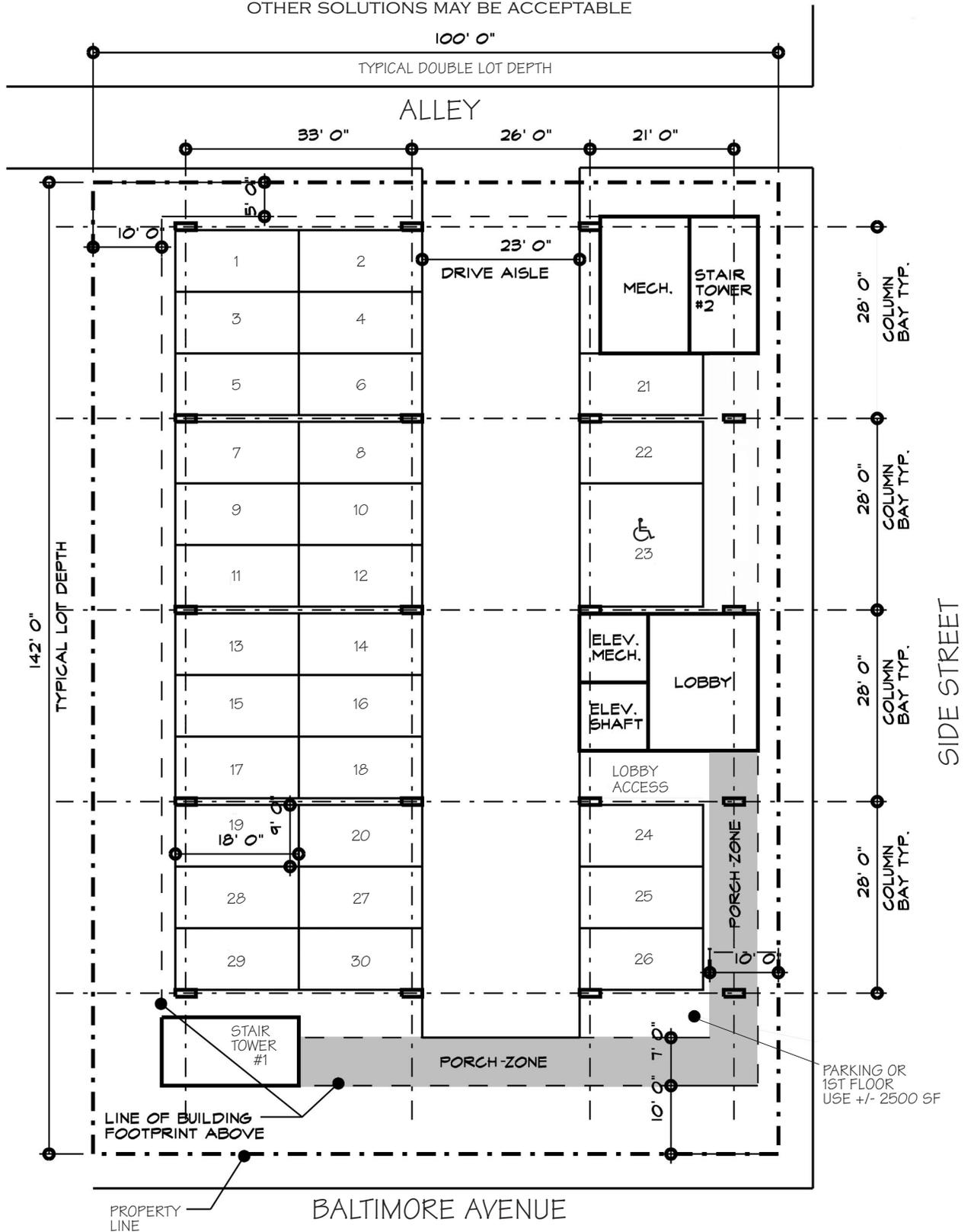
(7) FRONT STAIRWAYS MAY INTRUDE INTO THE FRONT SETBACK AREA.

(8) TO PROMOTE MIXED USE DEVELOPMENT, ACCESSORY USES WITHIN THE R-2, MEDIUM RESIDENTIAL, DISTRICT AND R-3A, MODERATE RESIDENTIAL, DISTRICT ARE PERMITTED WHEN PROJECT ABUTS THE EAST AND WEST SIDES OF PHILADELPHIA AVENUE AND BALTIMORE AVENUE.

(9) RESTAURANT USES WITHIN A MOTEL OR HOTEL BUILDING WHICH CONTAIN 20 OR MORE GUEST ROOMS OR SUITES WHICH MAY CONTAIN NO MORE THAN FIFTY (50) SQUARE FEET OF PUBLIC AREA (DINING AREA) PER EACH MOTEL/HOTEL OR SUITE WITHIN THE BUILDING.

# TANDEM PARKING CONCEPTS TYPICAL DOUBLE LOT DEVELOPMENT EXAMPLE FOR BUILDINGS GREATER THAN 3 FLOORS

OTHER SOLUTIONS MAY BE ACCEPTABLE



# TANDEM PARKING CONCEPTS EXAMPLES FOR BUILDINGS GREATER THAN 3 FLOORS

OTHER SOLUTIONS MAY BE ACCEPTABLE

